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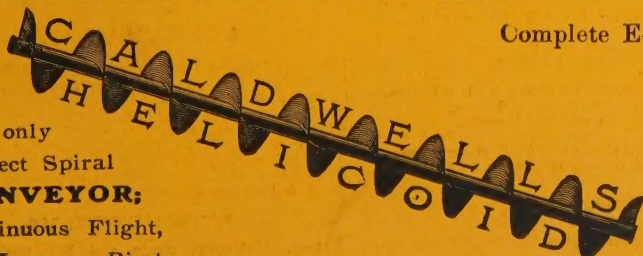
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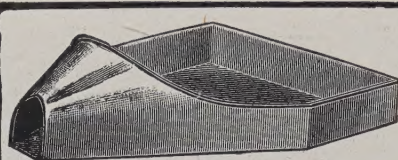
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GRAIN DEALERS JOURNAL

255 La Salle Street,

Chicago, Illinois

Nashville, The Grain Center of The Southeast

Nashville's claim to the title, "The Chief Grain Market of the South" is substantiated by numerous undisputed facts, which are shown here by the actual records of several years' operations and actual figures on the storage and handling capacity of the twenty-four large grain-handling plants.

As far back as 1850 Nashville became quite an important grain market, the Cumberland river then serving as the chief means of transportation. Each year the business has grown, new firms entering the trade, until now there are ninety grain firms doing business here, eighty of which are members, either full or floor members, of the Nashville Grain Exchange.

With several of the most important railroad systems having direct lines to this city, some of them with terminals in the larger grain markets of the Northwest, it was an easy matter to build up the trade. The Cumberland river is still playing a part in bringing the thousands of cars of grain here each year, and having also three main lines of railroad extending to all parts of the Southeast the matter of selling was solved of itself. Having these primary advantages grain dealers sought locations here, many coming from the chief grain centers of the North and West.

For some years the matter of handling capacity retarded the progress of the Nashville market, but captains of commerce always solve such problems when the needs are known, and it took but a few seasons to show capital that investments in elevators, warehouses and machinery were inviting. Beginning with the old Douglas plant, which was burned two years ago, and the small plant of the Nashville Warehouse & Elevator Co., the capacity was gradually increased until now the twenty-four plants have bulk storage capacity of 2,515,000 bus. of grain in elevators and a wareroom capacity of 3,000 cars. These figures tell the story of the importance of the market.

The names of the plants are as follows: Hermitage Elvtr. & Whse., Central Elvtr. & Whse. (Elevators A. & B.), J. A. & O. L. Jones Mill & Elvtr. Co., L. & N. Terminal Elvtr., Nashville Whse. & Elvtr. Co., Steele Elvtr. & Storage Co., River & Rail Whse. Co., J. R. Hale & Sons, Liberty Mills, Alex. C. Harsh & Co., Harsh Bros., Caswell E. Rose, I. T. Rhea, Logan & Co., S. S. Kerr, W. H. Crozier Grain Co., W. R. Cornelius, Capital Grain & Mill Co., Williams & Worsham, J. H. Wilkes & Co., Just Milling & Elevator Co., Miller & Co., McLemore Grain Co.

Each of these twenty-four grain handling plants is equipped with the latest machinery necessary to the conduct of the business, each having modern driers and sackers. One feature that has aided in building up Nashville's grain trade in the Southeast is the capacity here for sacking bulkstuff, for the Southeastern trade demands grain in sacks. From the great markets of Chicago, St. Louis and the Northwest the grain comes to Nashville

in bulk by cars and is rehandled, weighed, inspected, sacked and forwarded to the southeastern dealers and consumers in lots to their order.

Gradually as the volume of business grew in Nashville the local exchange was awakened to the importance of more perfect weights and inspections and about a year ago, or in February, 1909, the exchange perfected the organization of the weighing and inspection departments. These departments are operating on the proven plan that has worked so well in St. Louis, Chicago and elsewhere, with men of reputation in charge of each. Since the establishment of these departments this market has been on a high class basis and few complaints of erroneous weights or incorrect classifications have been reported. In this particular dealers who transact business with members of the Grain Exchange can rely absolutely on fair treatment and have easy recourse through the Exchange when anything unsatisfactory occurs.

Getting back to the actual handling of grain in Nashville, it can be said that no city in the country has more excellent or extensive facilities. The demands of the Southeastern trade are such that fully 75 per cent of all the grain used in all that section must be sacked to satisfy the trade. Nashville was the first large market to get acquainted with this situation and every plant in the city prepared for it. Now the great volume of business here is inspected, sacked and weighed before being forwarded to the trade in the Southeast.

There are four groups of grain handling plants in Nashville, towers looming up in the four sides of the city.

South Nashville leads in both storage and elevator capacity, the plants there having a total bulk capacity of 1,050,000 bus. and considerably more than 1,000 cars capacity in warerooms.

North Nashville is second with 885,000 bus. elevator capacity and 1,000 cars storage capacity.

West Nashville has 520,000 bus. bulk elevator space and storage room for something like one thousand cars.

East Nashville has but three plants, the elevator capacity of which is about 60,000 bus., but with nearly 500 cars warehouse room.

The railroad terminals are among the most extensive in the country, reaching all sections of the city and interchanging business so as never to inconvenience shippers.

A new feed mill and elevator is in course of construction at So. Nashville on the site of the old Douglas Mill for some of the leading capitalists and we understand incorporation papers are to be taken out for a corporation to operate this plant under the name of the Just Milling & Elevator Co. This plant will have 200-ton feed capacity daily and the elevator will be 20,000 bus. capacity.

Taking the record of receipts of grain and hay in Nashville for the past five years, it is seen that the trade is gradually increasing, the year just closed being the banner year in the history of the market. The following table shows the receipts of grain and hay in Nashville for the past five years:

	Cars grain.	Cars hay.
1906	8,202	2,396
1907	17,105	6,185
1908	18,928	5,220
1909	19,222	3,725

This table includes the receipts by rail only, no accurate data being obtainable on the river traffic. This traffic is estimated by the regular boat lines, however, at 1,500 per year of grain and 500 cars of hay.

As a milling center Nashville easily leads all competitors in the South and as a soft wheat milling center claims to lead the world. One plant alone in Nashville, the Liberty Mills, has a record of twenty car loads of flour turned out daily for the past seven years, and this capacity is being gradually increased.

At Estill Springs, Tenn., seventy-seven miles east of Nashville, is a mill which comes to this market for a large part of supply. It is one of the largest flour mills in America with 500,000 bus. elevator capacity and capable of turning out 2,500 bbls. of high grade flour and 4,000 bus. meal daily. This is the Tennessee Mill Co.'s mill and they make a specialty of mixed cars of flour, meal, feeds, etc. Mr. R. J. Riddle is president, W. A. Crouch, cashier and D. S. Riddle, sales manager. Other smaller mills also have been unusually successful as they have found a ready market for their product in the southeastern states and Cuba.

The following is a list of the members of the Nashville Grain Exchange, which includes most of the firms in the city, altho several large firms are not members:

Byrd Douglas, J. H. Wilkes & Co., Miller & Co., Liberty Mills, Neil-Shofner Grain Co., McKay, Reese & Co., Jno. A. Tyner & Co., R. H. Worke & Co., W. R. Cornelius, Jr., S. S. Kerr, Williams & Worsham, Logan & Co., Bell-Duff Commission Co., Harsh & Co., Nashville Warehouse & Elevator Co., Iowa Grain & Mill Co., Hogan Grain Co., Caswell E. Rose, Harrison-Williams Co., Gillett-Hardison Grain Co., McLemore Grain Co., J. R. Hale & Son, Wilkes & Jordan, J. A. & O. L. Jones Mill Co., Cowser & Cowser, A. C. Harsh & Co., Blanton & White, Jno. C. Bennett & Co., Harry Williams, W. H. Crozier, Lanier Bros., Pilcher & Co., J. H. Neil & Co., Steel Elevator & Storage Co., E. C. Hawkins, Chas. Rouzer, Neville Bros., W. S. Tulloss, Paul M. Rymar & Co., L. L. Wade, Southern States Grain Co., Consolidated Grain & Flour Co., Geo. W. Hill & Co., Tenn. Mill Co., Nashville Mill Co., Tennessee Grain Co., Jas. A. Bradshaw & Co., F. A. Gill & Co., River & Rail Warehouse Co., American Flour & Grain Co., Corbitt & Co., Capital Grain & Mill Co., Chas. D. Jones & Co., Hughes Warehouse & Elevator Co., Midland Grain Co., Cedar City Mills, Knox Grain Co., Samuel G. Douglas & Co., W. R. Tate, Hermitage Elevator & Warehouse Co., Jno. T. Landis & Co., Central Elevator & Warehouse Co., S. C. Wilkes & Co., T. M. Vickers.

The present officers of the Nashville Grain Exchange are, Byrd Douglas, president; John H. Bell, vice-president; W. J. Miller, 2nd vice-pres., and E. C. Hawkins, secretary and treasurer.

Mr. Douglas tells us that the exchange will have to move soon as Keith & Proctor have acquired the property for a theater. They have offered to fit up a suitable place for an exchange room on the fourth floor and promise to have it ready for occupancy by Oct. 1st next. The opinion seems to prevail that this offer will be accepted.

Chas. D. Jones Co.

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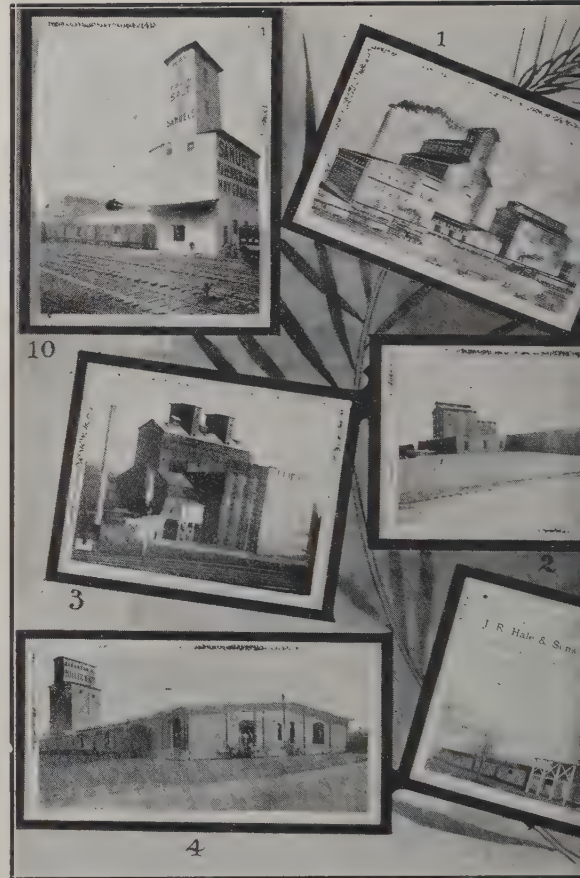
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Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Regina, Sask., Jan. 26.—Final returns of the field crops in Saskatchewan, as compiled by the Bureau of Information & Statistics in the Dept. of Agri., show a total acreage of 4,085,000 for wheat with a total yield of 90,215,000 bus.; oats, 2,240,000 acres, 105,465,000 bus.; barley, 244,000 acres, 7,833,000 bus.; flaxseed, 319,100 acres, 4,448,000 bus. A large area of fall plowing, 1,772,000 acres of summer fallow and 1,758,000 acres of new land are ready for the crop of 1910.

ILLINOIS.

Tolono, Ill., Feb. 2.—About 50% of the corn and 20% of the oats in farmers' hands.—E. B. Armstrong.

Tolono, Ill., Feb. 2.—About 50% of the corn and 10% of the oat crop in farmers' hands.—O. P. Morgan.

Sidney, Ill., Feb. 1.—About 35% of the corn and 40% of the oat crop in farmers' hands.—Porterfield Bros.

Fairmount, Ill.—Wheat not looking very good, same acreage as last year. About 10% of the corn and 20% of the oat crop in farmers' hands.—O. C. Benson.

Tolono, Ill., Feb. 1.—About 35% of the corn and 10% of the oat crop in farmers' hands, quality good.—A. H. Edwards.

Philo, Ill., Feb. 1.—Over 50% of corn and about 45% of the oat crop in farmers' hands, quality was good, corn was pretty damp.—H. E. Parsons.

Sidney, Ill., Feb. 1.—About 50% of the corn and 40% of the oat crop shipped, balance will be held over until spring.—Rich & Blankenbaker.

Ivesdale, Ill., Feb. 1.—About 70% of the corn and 50% of the oat crop in farmers' hands, quality fair.—A. Stratton, mgr. Farmers Elev. Co.

Philo, Ill., Feb. 1.—About 50% of the corn and 70% of the oat crop shipped out; we had a better quality corn and oats than we have had in years.—J. F. Daly.

Sidney, Ill., Feb. 1.—We had a good corn and oat crop here. About 30% of the corn and 35% of the oats still in farmers' hands.—U. D. Hecox, mgr. Sidney Grain Co.

Fairmount, Ill., Feb. 1.—More wheat sown this year than ever before, can't tell yet whether the freeze killed it. Not over 10% of the corn and oat crop in farmers' hands.—Geo. W. Callett.

Champaign, Ill.—We certainly have a big crop of corn here, we have an average of 10 bus. per acre more in this county, heaviest sales of new corn in years, it is merely a question of cars, elevators are all full.—J. H. Eversole, Mgr. E. W. Wagner.

Bement, Ill., Dec. 3.—Same size oat crop as last year, weight 30 lbs. per bu., 50% remains to be shipped. Corn is of good quality, but damp, same size crop as last year, big movement expected this month. Farmers selling freely, paying 50c a bu.—J. F. Sprague.

Mackinaw, Ill., Nov. 30.—Oat crop is about twice as large as last year, 1/2 remains to be shipped, average 34 lbs. per bu. Corn crop is about same size as last year, big movement expected in about a week, farmers are selling freely, condition is poor, too soft to ship. We are paying 51 1/4c.—Thos. Blair, Mgr. Mackinaw Grain & Stock Co.

Union Hill, Ill., Feb. 2.—Farmers are not disposed to sell at present prices. About 1/2 of the crop is delivered, mostly tenants who have sold. The balance is in strong hands and will be held over until next summer. Very little corn in fields not husked in this vicinity. What is not husked will be poor quality, as the corn was down pretty bad.—P. L. Jarvis, agt. Bartlett-Patten Co.

Monticello, Ill., Dec. 3.—About 20% of oat crop remains to be shipped, weight 30 lbs. per bu. Size of crop compared with last year is 125%. Acreage of wheat sown this year compared with last is 125%, condition of growing wheat is good. Corn crop same as last year, big movement commencing now, condition is fair. Farmers holding. We are paying 52c a bu.—Monticello Grain Co.

Tolono, Ill., Feb. 2.—Quality of corn finest in years. Nearly 50% of the corn and 10% of the oat crop in farmers' hands.—J. A. Creamer.

Fithian, Ill., Dec. 6.—Oat crop is 1/2 larger than last year, test 32 lbs. per bu., 2/3 remains to be shipped. Corn crop is 10% larger this year, big movement in Dec., condition not very good, green. We are paying 50c a bu.—C. B. Delong.

Mackinaw, Ill., Nov. 30.—About 10% of oat crop to be shipped. Corn crop is little larger than last year, big movement expected in a few weeks. Farmers selling freely, corn spotted, bad quality. We are paying 51 1/4c.—Puterbaugh, Walker & Co.

St. Joseph, Ill., Dec. 4.—Corn crop is 25% larger than last year, big movement when we get cars, condition is good. Farmers holding. We are paying 50c a bu. Oat crop about the same size as last year, 40% remains to be shipped, weight 30 lbs. per bu.—St. Joseph Grain Co.

Oakwood, Ill., Dec. 6.—About 25% of oat crop remains to be shipped, weight 30 lbs. per bu., 33% larger crop than last year. Corn crop is 40% larger than last year, big movement commencing now, farmers selling freely, quality is good. We are paying 50c.—E. A. Fox, Agt. B. B. Minor.

Wapella, Ill., Nov. 29.—Better oat crop than last year, 25% remains to be shipped, weight is 30 lbs. per bu. Corn crop about the same size as last year, big movement commencing. Corn is a little damp, but of good quality. Farmers are free sellers, we are paying 51c for new corn.—Thorpe-Scott & Co.

St. Joseph, Ill., Dec. 4.—About 20% more wheat sown this year than last, condition is first-class. Corn crop is the same size as last year, big movement will commence as soon as roads permit, condition is pretty good, 50% of the farmers will hold. Paying 50c a bu.—Swearingin & Walker.

St. Joseph, Ill., Dec. 4.—One-half of oat crop remains to be shipped, weight 30 lbs. per bu., 10 bus. per acre larger than last year. Corn crop little larger than last year, big movement will commence when roads permit, condition is fair, quality good. Farmers selling freely, 50c a bu.—A. L. Current.

Milmine, Ill., Dec. 2.—Oat crop was 4 times as large as last year, weight 30 lbs. per bu., 33% remains to be shipped. Corn crop 25% larger, big movement in Dec. and Jan., 1/2 of the farmers will hold their corn, mostly grading No. 4, too much moisture. We are paying 50c for new corn.—Baker & Felger.

Monticello, Ill., Dec. 3.—Almost all of the oat crop has been shipped, weight 30 lbs. per bu., 40% better crop than last year. Corn crop is larger than last year, big movement commencing now, condition is pretty fair, better than last year at this time. Farmers selling freely. We are paying 51c a bu.—Mansfield & Co.

Ogden, Ill., Dec. 4.—Corn crop is 25% larger than last year, big movement expected this month, condition is good, but little damp. Most of the farmers are selling freely. We are paying 50c a bu. Oat crop is 25% larger than last year, weight 30 lbs. per bu., 40% remains to be shipped.—A. E. White, Agt., Zorn Grain Co.

Danvers, Ill., Nov. 30.—Corn crop is 20% larger than last, big movement will commence as soon as it is in shape to handle. Farmers are selling freely, 60% is already contracted. Quality is poor, we are paying 50c a bu. Oat crop about 15% larger than last year, test 28 lbs. per bu., 50% remains to be shipped.—Levi Johnston.

Florence Station, Ill., Dec. 1.—Farmers are all thru husking corn; some complaint about it molding in the crib. Very wet in this section. Farmers are not selling much and will not until next year, as the new corn crop is not in condition to sell now and will not be for some time yet. It must freeze up and dry out.—A. W. Wallis.

Randolph, Ill., Nov. 24.—We have double the amount of oats compared with last year, average test is 32 lbs. per bu., about 1/2 remains to be shipped. Much larger corn crop than last year, big movement as soon as weather settles. Farmers are selling pretty freely around here. Condition good, quality fine. We are paying 51 1/2c for new corn.—Martins Bros.

Heyworth, Ill., Nov. 24.—Good deal larger oat crop than last year, average 32 lbs. per bu., one-half of oat crop remains to be shipped. Corn crop is 20% larger than last year. Farmers won't sell their corn, waiting for higher prices, we are paying 51c. Condition is good for this time of the year, quality is excellent.—Wm. Tjaden, Agt. Rogers Grain Co.

Mayview, Ill., Dec. 2.—Oat crop is short about 10%, weight 38 lbs. per bu., 20% remains to be shipped. Same size corn crop as last year, big movement this month if weather is reasonably good, condition is fair, 65% of the farmers will hold. We are paying 51c.—C. E. Saddoris.

Bondville, Ill., Dec. 3.—Oat crop is double compared with last year, weight 32 lbs. per bu., 33% remains to be shipped. Corn crop is 25% larger than last year, big movement commencing now, good quality, but too much moisture. Farmers selling freely; paying 51c per bu.—Hitch & Kirk.

Bloomington, Ill., Nov. 24.—Business is very good, quiet just now, but we have a tremendous lot of corn bot, farmers are free sellers at present prices and are waiting for road and weather to get dry, they are getting 10 to 15 bus. more of corn per acre than they expected.—L. E. Slick, mgr. Rogers Grain Co.

Homer, Ill., Dec. 4.—About 10 or 12% of oat crop remains to be shipped, weight 28 lbs. per bu. Same size crop as last year. Corn crop is 5 bus. per acre larger, big movement commencing now, more corn sold this year at this time than any other year, condition is good, but too much moisture.—Fred Rose.

Wapella, Ill., Nov. 29.—Corn crop is not as large as last year, big movement expected in ten days. Farmers selling freely. Corn is damp, too soft to ship, quality is good, we are paying 51c a bu. About 50% of oat crop remains to be shipped; weight 30 lbs. per bu., 10% larger crop than last year.—J. M. Greene & Co.

Danvers, Ill., Nov. 30.—Corn crop is 10% larger than last year, big movement just commencing, corn is damp, mostly No. 4, quality good. Farmers are free sellers at present prices, we are paying 51c. The oat crop is double compared with last year, weight 30 lbs. per bu., 30% remains to be shipped.—Danvers Farmers Elev. Co.

Lilly, Ill., Nov. 30.—Larger corn crop than last year, big movement in December if weather permits, too soft not any better than No. 4. Farmers will hold their corn if it goes below 50c, we are paying 51c a bu. Better oat crop than last year, 50% remains to be shipped. Average weight 28 lbs. per bu.—A. Drohan, Agt. Zorn Grain Co.

Wapella, Ill., Nov. 29.—Oat crop is 25% larger than last year, test 30 lbs. per bu., 25% remains to be shipped. Corn crop about the same size as last year, big movement is expected in December, farmers are selling quite freely, about 50% will hold. Corn is damp, hasn't dried, will grade all right if we have dry weather.—J. M. Downing, Agt. Rogers Grain Co.

INDIANA.

Circleville, Ind., Jan. 11.—Wheat looking exceptionally good; about 50% of the corn back.—C. A. Ashbaugh.

Michigantown, Ind., Jan. 11.—Wheat looking good, oats all in. Corn moving very slow.—N. O. Davis & Co.

Cassville, Ind., Jan. 11.—Fairly good crop of wheat, short average, 25% of the corn in farmers' hands.—F. P. Rauschart.

Petersburg, Ind., Jan. 10.—More corn has been shipped from Petersburg this crop than for the last 25 years.—S. J. Haines.

Muncie, Ind., Jan. 12.—Wheat looking good, acreage is 125% compared with last year, 40% of the corn is back.—E. E. Elliott.

Wabash, Ind.—Wheat crop looking fine, acreage is heavier than last year, corn crop here will be used for feeding.—Summerton & Sons.

Arcadia, Ind., Jan. 13.—Wheat crop looking good, same acreage. About one-third of the corn crop is back.—Hollett-Winders Grain Co.

Frankfort, Ind., Jan. 11.—Wheat looks well, larger acreage than last year. One-half of the corn in the farmers' hands.—N. O. Davis & Co.

Mulberry, Ind., Jan. 11.—Larger wheat acreage than last year, 80% of the corn and 40% of the oats in farmers' hands.—S. A. Miller Jay Grain Co.

McGravsville, Ind.—Not much corn moved yet, farmers want more money, not 10% is marketed, just commencing to haul.—Chas. Sharp.

Noblesville, Ind., Jan. 13.—Wheat looks very good, acreage is smaller than last year. About 60% of corn and 20% of oats back.—Noblesville Milling Co.

Cammack, Muncie p. o., Ind., Jan. 11.—Wheat looking very good, acreage same. The majority of the corn is in farmers' hands, all our corn graded No. 3.—John Howell.

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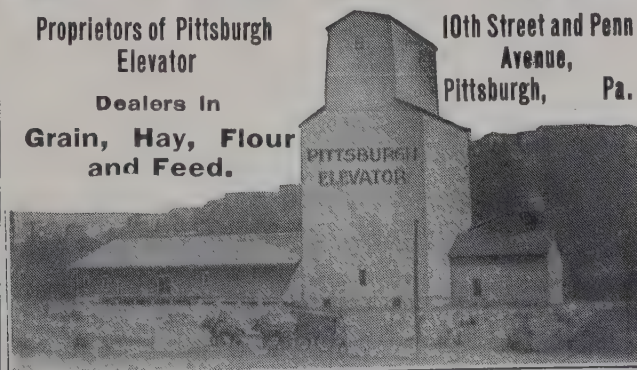
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**EDWARD P. MERRILL
GRAIN BROKER**

PORTLAND - MAINE
Wanted, a Good Corn Account

SHIPPERS

of CORN AND OATS
McCRAE, MORRISON & CO.
KENTLAND, IND.

**TURLE & COMPANY****CAR LOTS**

of all kinds of grain
IN and OUT of
DULUTH or
MINNEAPOLIS

Grain Shipping Ledger**FORM 24**

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Amt of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Illinois

Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has soldbushels of..... at..... per bu., to be delivered on or before..... It also certifies that he has receiveddollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.
GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

HARRISBURG FEED & GRAIN COMPANY

ORGANIZED 1901

JAMES W. BARKER, Manager
HARRISBURG, PENNSYLVANIA

— GRAIN—FEED—HAY—STRAW —
Car Lots Only

Our manager has been buying grain in Pennsylvania since 1885

Metamora Elevator Co.,

METAMORA, OHIO

Buyers and Shippers of Corn,
Oats, Wheat, Hay and Straw

A. F. LEONHARDT & CO.
GRAIN AND HAY
NEW ORLEANS, LA.

W. A. THOMSON & CO.

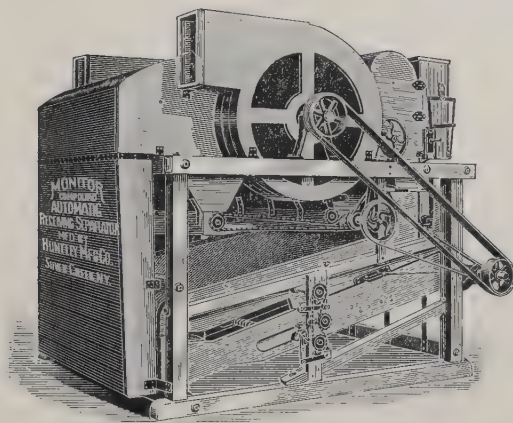
CORN, OATS and RYE

LOUISVILLE, KENTUCKY

LET US HEAR FROM YOU

A NEW MACHINE

CONTINUOUS
AUTOMATIC
CLEANING



A PROTECTION
AGAINST LOSS
IN CLEANING

MONITOR AUTOMATIC RECEIVING SEPARATOR

SEND FOR ILLUSTRATED CIRCULAR

HUNTLEY MFG. CO., Silver Creek, N. Y.

Do Not Wait

until your elevator is full of hot
or damp grain before ordering a

HESS IDEAL DRIER

which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

Write to-day.

Hess Warming & Ventilating Co.
907 Tacoma Bldg., Chicago, Ill.

Ask us about the Hess U. S.
MOISTURE TESTER.

Live Stock Consignors

Our pens are located in the center of the Yards. A member of the firm is always at the head of both the cattle and hog departments. Our financial standing is unquestioned. We will be pleased to furnish market reports by wire or letter. To get personal attention

Consign Your LIVE STOCK to

Benedict, Murray & McDowell

U. S. Yards, CHICAGO

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No. Initials, To Whom Sold, Destination, Grain, Grade Sold, Toner Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.



"EUREKA"

Patented Grain Dryer, Cooler and Conditioners



READ WHAT A USER SAYS:

Wichita, Kans., Sept. 15.

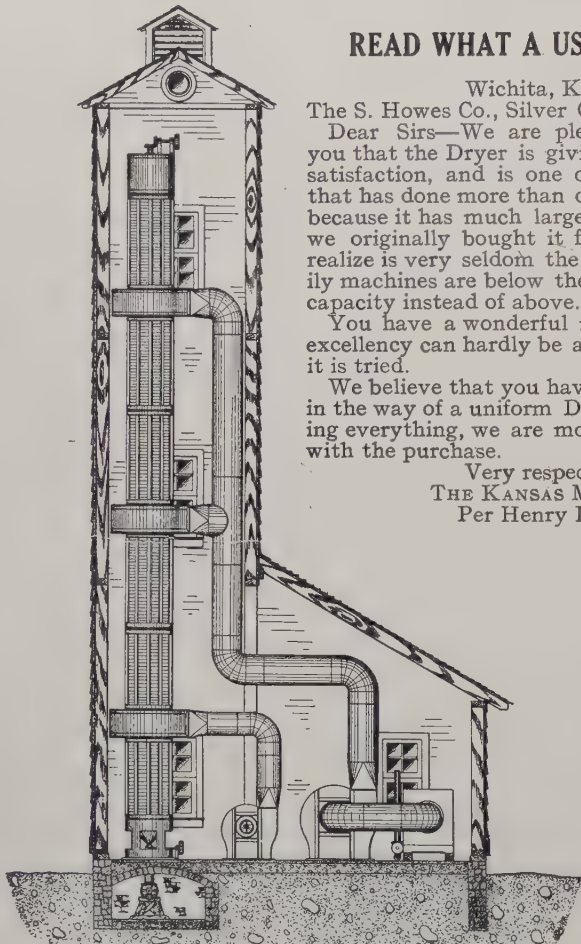
The S. Howes Co., Silver Creek, N. Y.

Dear Sirs—We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that has done more than our expectation, because it has much larger capacity than we originally bought it for, and this we realize is very seldom the case. Ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform Dryer. Considering everything, we are more than pleased with the purchase.

Very respectfully,
THE KANSAS MILLING CO.,
Per Henry Lassen, Pres't.

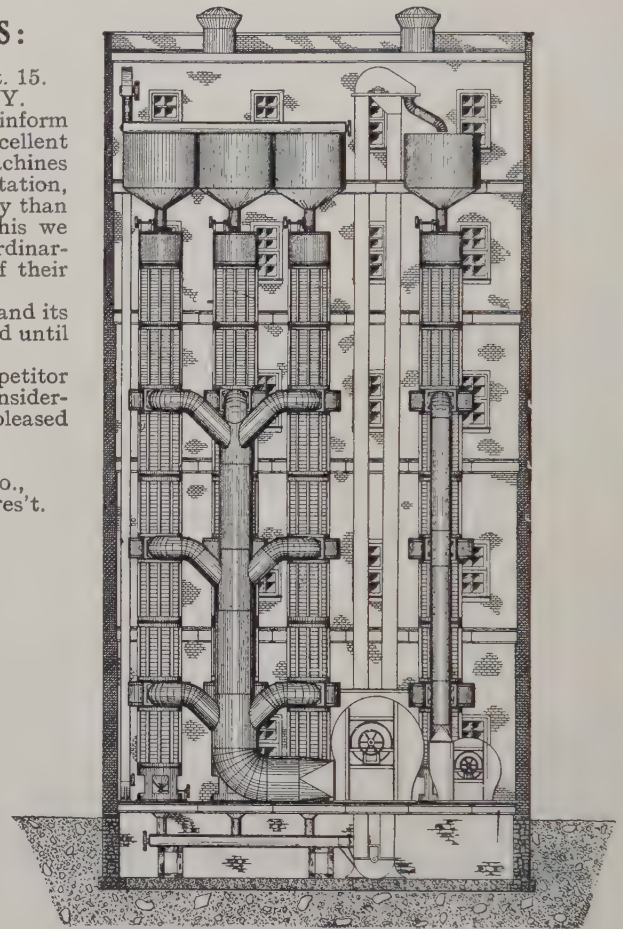


"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity 1,500 to 2,000 Bushels Wet Corn per day, (of ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap, and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.



"EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity, 5,000 to 10,000 Bushels per day, (ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.

Three Columns used for Drying; one Column for Cooling.

The user of the above system says: The Howes Dryer is the best on the market, gives entire satisfaction, and will do all that The Howes Company claim for it.

SOLE MANUFACTURERS

THE S. HOWES CO.

Originators of the Highest Grade of Grain Cleaning Machinery

"Eureka Works:" Silver Creek, N. Y.

REPRESENTATIVES:

E. R. WATSON, 223 E. Kentucky St., Louisville, Ky.

WM. WATSON, P. O. Box No. 740, Chicago, Ill.

E. A. PYNCH, 311 Third Ave., South, Minneapolis, Minn.

J. Q. SMYTHE, Hotel Savoy, Kansas City, Mo.

W. M. MENTZ, Green's Hotel, Philadelphia, Pa.

UNION ENGINEERING CO., 1616 Columbus Road, Cleveland, Ohio



GRAIN ELEVATOR BUILDERS

B. J. CARRIGO

Designer and Builder of
Flour Mills and Grain Elevators
Hoxie Bldg., FORT WORTH, TEX.

Before Letting Your Contract for
Grain Elevators, Mills or Warehouses
Get in communication with
PEERLESS CONSTRUCTION CO.
Successors to G. F. McCURLEY
Their prices are right. WICHITA, KANSAS

WE DESIGN AND BUILD
FIRST-CLASS GRAIN ELEVATORS

Write us for particulars.
OLIVER CONSTRUCTION COMPANY
HOMER, ILL.

J. A. HORN

DESIGNER AND BUILDER
Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

L. T. STROMSWOLD & CO.

ELEVATOR CONTRACTORS

We design and build grain elevators throughout the Northwest.
Write us for Plans and Specifications.
MINOT, : NORTH DAKOTA

L. BUEGE

THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind
of Elevators at the
Right Kind of Price

224 Boston Block
MINNEAPOLIS :: MINN.

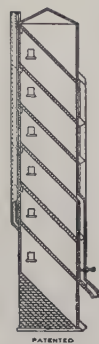
C. O. KELTY

J. L. WEYHING

KELTY & WEYHING

Engineers and Erectors
ELEVATORS, MILLS

11 N. Harrah Street
Phone 2826 OKLAHOMA CITY, OKLA



We Build

the most economical, the
most satisfactory

Concrete Storage Elevator

in this country. Get our
figures and more information.

Finton Grain Elevator
Construction Company
Appleton, Wis.

V. E. FORREST CO.

ELEVATOR BUILDERS

TYNDALL, SO. DAKOTA

Successors to C. M. Forrest & Co.



M. J. Travis & Co.

Builders of Grain
Elevators in Wood and
Reinforced Concrete

KANSAS CITY, MO.

E. J. KAYS CONSTRUCTION CO.

Designer and Builder of
Grain Elevators and Mills
Oklahoma City, Okla.

ELEVATORS

It is unwise to build until you have consulted practical builders. We have built some of the most modern plants in the country. Write us for free particulars.

THE SECKNER CO.
263 La Salle Street CHICAGO, ILL.



Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

WELL! WELL! WELL!

What about that modern Elevator.
Let your contract to

W. H. CRAMER, St. Paul, Neb.

and you are sure to get a modern Elevator.
Best of references.

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We solicit your
inquiries.

306 Corn Exchange

MINNEAPOLIS, MINN.

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

R. M. VAN NESS, Fairbury, Neb.



Fireproof, Concrete Country Elevator

12 Bins, Capacity 40,000 bushels

A. W. MENK, Builder
Minneapolis, Minn.

THE SIDNEY ENGINEERING & CONSTRUCTION COMPANY

Designers and builders of grain elevators.
Elevator property bought and sold.

SIDNEY, OHIO

Write to the

Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon
modern grain elevators. Over
200 of our houses in operation.

H. L. BISHOP ELEVATOR ENGINEER

Plans and Specifications in Wood,
Steel and Concrete.

616 Corn Exchange Bldg., MINNEAPOLIS, MINN.

You Know

You want to do business with
the grain shippers. Tell them so.
The Grain Dealers Journal
reaches them.

GRAIN ELEVATOR BUILDERS

Better *have*
YOUNGLOVE
 build your
ELEVATOR

than to wish you had.

Younglove Construction Co.

219 Grain Exchange

SIOUX CITY, IOWA

L. O. HICKOK & SON

Engineers and Contractors

Grain Elevators, Storage

Small elevators of concrete at a reasonable cost are now a possibility. Investigate the advantages. Our plans and estimates will interest.

MINNEAPOLIS, MINNESOTA

OLSON BROTHERS & CO.
 ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373

2418-22 Bloomingdale Ave.

CHICAGO, ILL.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

The P. H. Pelkey Construction Co.
 WICHITA, KAN.

are Builders, Designers and Engineers for
Grain Elevators, Mills, Warehouses, Etc.

None too large and none too small for us.
 We go anywhere in the United States.

**Manufacturer's Agents for all kinds of
 MILL and ELEVATOR MACHINERY.**

Let us figure with you if you are going to build a first-class elevator. We are always in a position to give you very prompt service. *Write us if Interested.*

GRAIN ELEVATORS

Should be built to hold all the grain put into them. Economical in operation. Equipped to do a large amount of work with a small amount of power.

WANT ONE?

Then write

T. E. IBBERSON

DESIGNER AND BUILDER

MINNEAPOLIS, MINNESOTA.

W. N. CLAUS CO.

Contractors and Builders of
Grain Elevators and Flour Mills

The three main things to be considered when building an elevator are: Prompt service, first-class job in every respect, and at prices that are right. You take no chances when dealing with us, as we guarantee our work.

Motto: Once a customer, always a customer.
 Plans, specifications and estimates furnished.

401 Commercial Block, Mason City, Iowa

KAUCHER, HODGES & CO.

DESIGNERS AND BUILDERS

206 Royal Building, MEMPHIS, TENN.

ALFALFA FEED MIXING PLANTS
 Machinery Equipments Furnished Complete

**GRAIN ELEVATORS
 WAREHOUSES**

CONCRETE CONSTRUCTION

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the **GRAIN DEALERS JOURNAL**.

GRAIN ELEVATOR BUILDERS

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO

FRED FRIEDLINE & CO.

Elevator Engineers

253-261 La Salle St.,

Plans and Specifications
Machinery and Contracting. CHICAGO

Grain Storage Construction Company

Designers and Builders of

STEEL, GRAIN AND COAL ELEVATORS

Mutual Life Bldg., Buffalo, N. Y.

INVESTIGATE THE COST FIREPROOF ELEVATORS

WRITE US TO-DAY

MONARCH ENGINEERING CO.

Chamber of Commerce, Buffalo, N. Y.



GREAT NORTHERN RY. CO. ELEVATOR "S" ANNEX, SUPERIOR, WIS.

2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

The Barnett & Record Company

Minneapolis, Minn.

CONTRACTORS AND ENGINEERS

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y., consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction. (Note tile storage tanks in the rear).

GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Building., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.

Write or call on any of them.

New York, Hudson Terminal Bldg. St. Louis Mo., Bank of Commerce Bldg.
Pittsburg, Pa., Westinghouse Bldg. New Orleans, La., Hilberla Bank Bldg.
San Francisco, Cal., 709 Mission St. Denver, Colo., First National Bank Bldg.
Canadian Stewart Co., Ltd., Montreal, Canada, Eastern Township Bank Bldg.
Fort William, Ontario, Canada

BURRELL

Engineering & Construction Co.



Designers and Builders of

Modern Grain Elevators

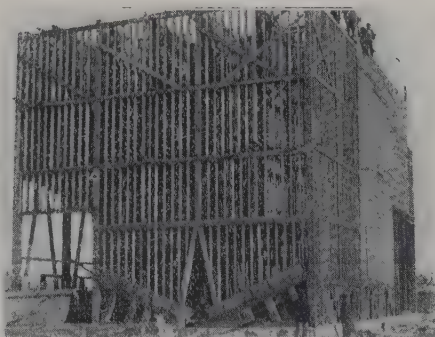
Concrete or Wood

Transmission Experts

1140 Stock Exchange

CHICAGO, ILL.

Studded Constructed Elevators



THIS illustration shows an elevator of our design in process of construction. We make complete plans and specifications. Our experience will make money for you.

==Write us.==

**Reliance
Construction
Co.**

625 Board of Trade
Indianapolis, Indiana

THE TALK OF THE TRADE

The Beall MOTIONLESS SCREEN Cleaner

(Patent applied for)

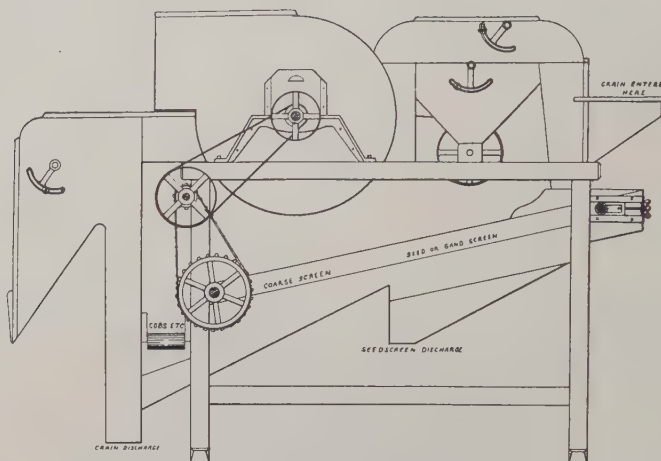
Some of its advantages
over other cleaners are:

- The screens are motionless—stationary.
- They have absolutely no vibration.
- Nor does any part of the machine shake or vibrate.
- It requires no bracing, either at first or at any future time.
- It handles cobs and corn from sheller, shelled corn, wheat, oats, rye, barley, etc.
- Its capacity is practically unlimited.
- The grain is carried upon the screens by traveling rods.
- These rods run slow.
- They drag large foreign material over the end of the screen.
- They keep the openings in the screen open *all the time*.
- It is *impossible* for the openings to clog up.
- There are *no eccentrics* about the machine.
- It never has to be balanced.
- The bearings will run years without attention.
- It relieves you of all worry about balancing, babbitting, screen cleaning, etc.
- It can be built to discharge grain at the feed end or at the discharge end.
- It can be built to occupy same space your present cleaner occupies.
- It will fit under almost any elevator turn head.
- The fan can be placed in front, at one side, or on top.
- It saves time, repairs and trouble at critical moments.

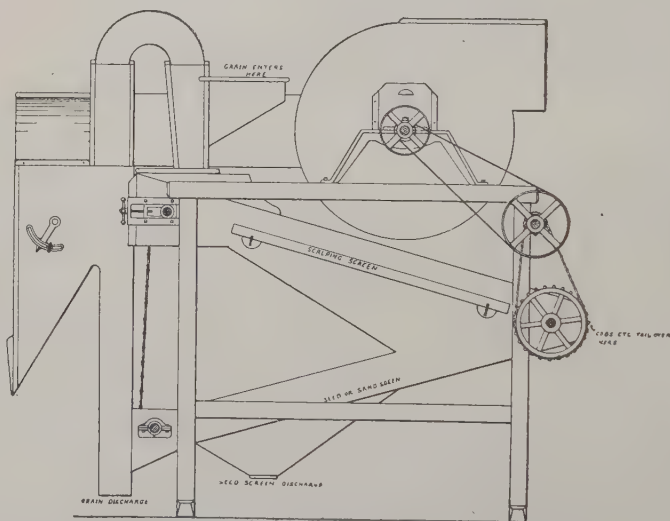
See page 210 of this Journal
for full description.

Manufactured exclusively by

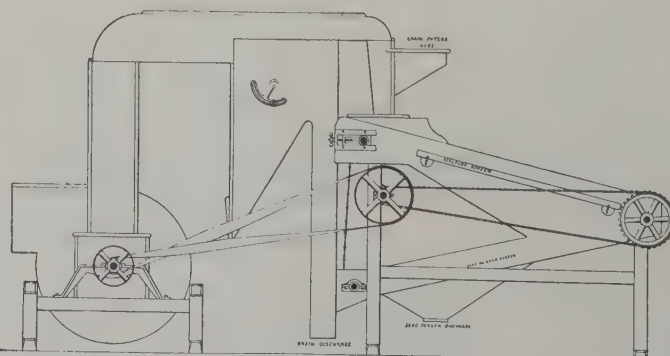
The Beall Improvements Co.
DECATUR, ILL.



As built above the grain enters at one end and discharges at the opposite end.

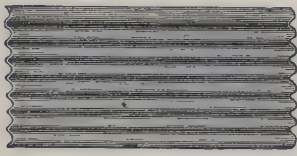


When built like this the grain enters and discharges at the same end.



When built like this the grain enters and discharges at the same end and the fan can be placed wherever desired, separate from the machine.

**We are Large Manufacturers of
Steel Roofing, Corrugated Iron, etc.**



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

**Sykes Steel Roofing Co.,
CHICAGO, ILL.**

Perforated Sheet Metal

We have a first class up-to-date plant for the manufacture of perforated metal, and can fill orders promptly. Our prices are right, and we furnish goods which we guarantee to be the best. A screen that lays flat and fits the frame not only does better work but increases capacity. We know how to make them. Prompt shipment is our rule.

**The Strong-Scott Mfg. Co.
Minneapolis, Minn.**

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

CYCLONE BLOW PIPE CO.

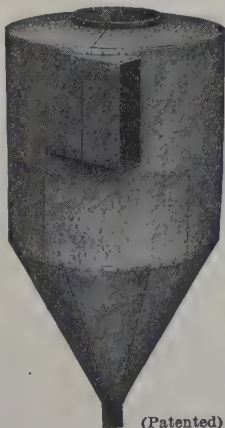
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low
Speed Systems.

541-553
West Jackson Boul.
CHICAGO, ILL.



(Patented)

YOU'LL NOT REGRET IT



Equip your house with one of our
**IMPROVED NEW ERA
PASSENGER ELEVATORS**

Many Exclusive Features
It will surprise you to learn the small cost.

At our factory where these good little machines are made. Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.

We can please you.

Write for descriptive matter.

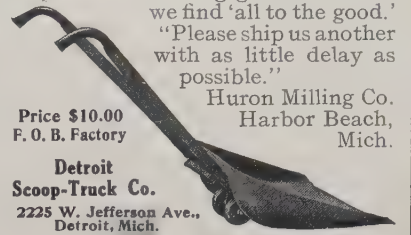
**SIDNEY ELEVATOR MFG. CO.
SIDNEY, OHIO**

SCOOP-TRUCK

Here is a user's testimonial: "We are using two of your Scoop-Trucks, which for unloading grain from cars we find 'all to the good.' 'Please ship us another with as little delay as possible.'"

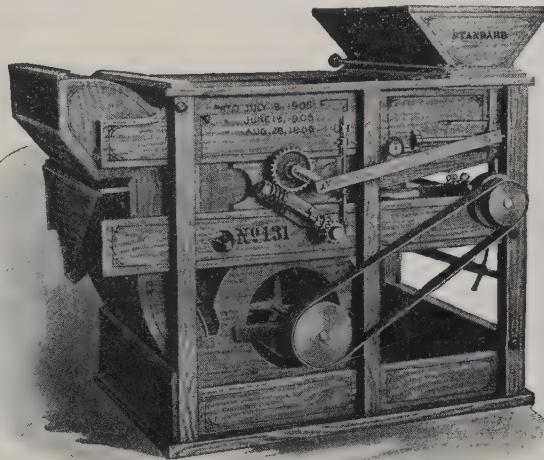
Price \$10.00
F. O. B. Factory

**Detroit
Scoop-Truck Co.
2225 W. Jefferson Ave.,
Detroit, Mich.**



Huron Milling Co.
Harbor Beach,
Mich.

The Standard Cleaner Cleans Clean



When you buy a cleaner you want a cleaner—a fan-nig mill will not do.

We call our cleaners the "Standard" and they have proved themselves worthy of the name.

Our No. 131 is equipped with travelling brushes and is especially designed to clean

**GRAIN
BEANS
SEEDS**

These machines will solve your cleaning problems.

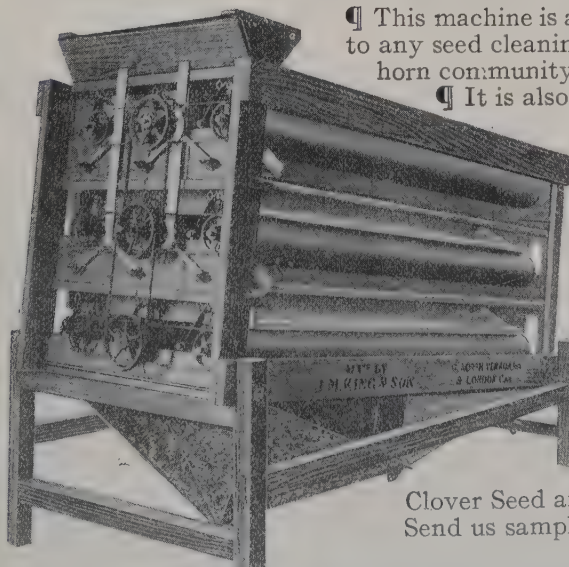
The blast may be reduced without changing the speed or lessening the capacity of the machine.

Write for further particulars.

International Mfg. Co.,

Crestline, Ohio

THE KING BUCKHORN MACHINE



¶ This machine is a very valuable addition to any seed cleaning equipment in a Buckhorn community.

¶ It is also of equal value to the farmers and land owners of this same community.

¶ Write for our booklet which gives full detailed description and prices of machines. We will be glad to send it at once.

¶ We are always willing to answer questions.

¶ We are in the market for low grades of

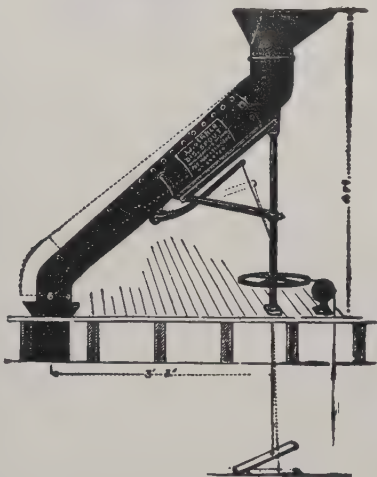
Clover Seed and Clover Seed Tailings.
Send us samples.

J. M. KING & SON, North Vernon, Ind.

GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

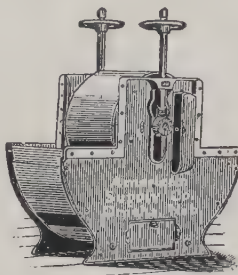
The Gerber Improved Distributing Spouts are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER, MINNEAPOLIS, MINN.

Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

Heavy and substantial, no better made.

Size cups	Net price	Size cups	Net price
8x5 - -	\$13.50	11x6 or 7 - -	\$19.50
9x5 - -	15.00	12x6 or 7 - -	22.50
10x5 1-2 - -	16.50		

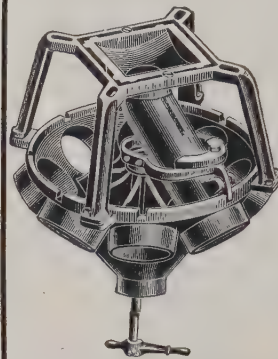
Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

HERE IS WHERE YOU SILENTLY LOSE OUT

You cannot distribute grain, fill all your bins completely full operating entirely from the lower floor and avoid mixing without a

HALL SIGNALING DISTRIBUTOR

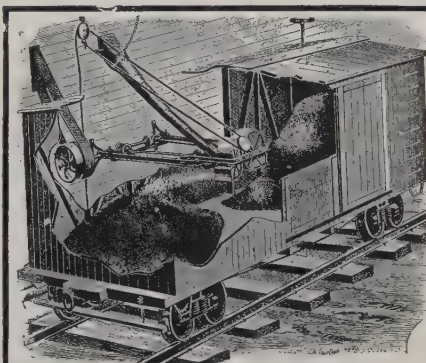


By accomplishing these results, you save its cost every month, sometimes every day.

Ask your neighbors, who use a HALL, in any state.

You can install one free, demonstrate it yourself, then pay for it, after proving it.

HALL DISTRIBUTOR CO.
222 Ramge Bldg. Omaha, Nebr.



LOAD ALL KINDS OF GRAIN

Elevator men who use gravity loading often wonder at the low grading at destination. The reason is that by gravity the light grain falls near the car door.

Actual tests have demonstrated a difference in bushel from this cause of from 2 to 3 pounds per weight. But this is overcome with a

CHAMPION CAR LOADER

The mechanism of this machine is such that the grain going into the casing all together, the light with the heavy, is forced by the rotary to the extreme end of the car. This is an important factor in proper loading and the only way to get a fair grade at destination.

The Champion has other advantages.

Write us for full particulars.

E. BAUDER, - Sterling, Ill.

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—The Mechanical Engineering Dept., University of Michigan.

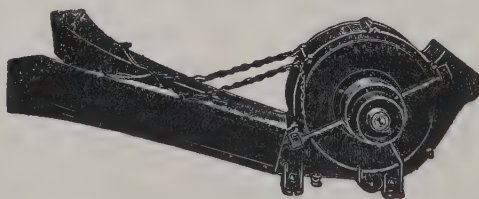


THE
"New Cyclone 1905"

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICH.

MAKE US PROVE IT.



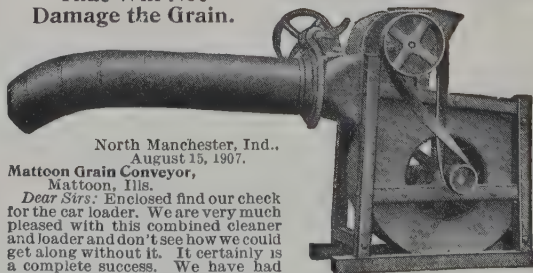
may return it at our expense. When writing please tell us about how fast you wish to load as we have five sizes.

MAROA MANUFACTURING CO.,
DEPARTMENT 3

MAROA, ILL.

The ONLY Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,
August 15, 1907.

Mattoon Grain Conveyor,

Mattoon, Ill.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

AS STRONG AS STEEL



It is a fact not ordinarily realized by engineers and superintendents that pure manila hemp rope is, weight for weight, as strong as steel wire rope. The tensile strength of manila hemp is 50,000 lbs. per square inch.

"American" Transmission Rope

is wonderfully pliable owing to its thorough internal lubrication and offers a means of power transmission more economical, positive, safe and reliable than can possibly be secured with belting of any kind.

It will pay you to familiarize yourself with the progress made in rope transmission.

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.



When in need

of estimates or information relative to elevator and mill transmission, or any kind of power machinery installations, write, telephone or call. We are the **General Northwestern Agents** for the following well known high grade lines:

The Sonander Automatic Scales
 "The Standard" Scales
 The Foos Gas, Gasoline and Producer Gas Engines
 Skinner Automatic Steam Engines
 Bates Corliss Heavy Duty Engines
 Frost Engines and Boilers
 Smith-Vaile Steam and Power Pumps
 Chain Belt Concrete Mixers
 Clyde Hoisting Engines
 Cookson Feed Water Heaters
 Webster Mfg. Co.'s Mill and Elevator Conveying and Transmission Machinery
 Blue Thread Brand Transmission Rope
 Diamond Rubber Co.'s Line
 Engineers' and Electrical Supplies
 Pipe, Valves, Fittings, Hose and Packing

A complete stock carried for prompt shipment and in addition we have a fully equipped machine shop for manufacturing and job work.

Power Equipment Co., Minneapolis

ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
 CLEVELAND, OHIO, U. S. A.

Mt. Pelee Hocking—

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

OHIO & MICHIGAN COAL CO.

Miners and Shippers

Anthracite and Bituminous Coal

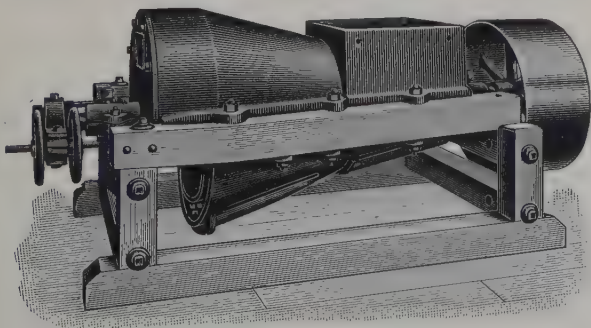
Main Office: DETROIT, MICH.

We can furnish you with any style or make of warehouse corn shellers at best prices

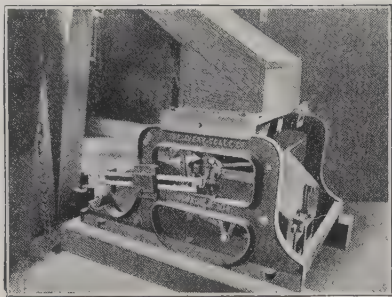
Corn, Oats and Wheat Cleaners

Wagon Dumps, Man-Lifts, Elevator Boots and Heads, B. S. C. Chain Feeder and Drags, Cast Iron Turn Heads and Flexible Loading Spouts. If you want help to plan or figure send for our Traveling Representative

B. S. CONSTANT CO., Bloomington, Ill.



FIRST



IT
SPEAKS
FOR
ITSELF

NEW COMPENSATOR

For particulars and other reasons why the
AVERY SHOULD BE YOUR SCALE
WRITE TODAY

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

BRANCHES:

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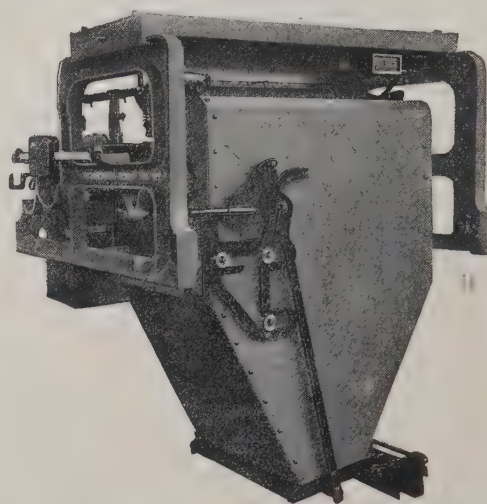
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WHAT'S THE USE OF TALKING

The Only Scale you want in your elevator is one that won't pass grain un-registered if a corn cob or chunk of wood is caught as the feed gate closes.

That Scale is the **Richardson automatic 1910 model.**
The **only** cob proof Scale **made.**
You can't match it for simplicity.



It is the heaviest and most durable made—yet it goes in small space.
It is also proof against accidental or intentional discharge of the hopper during the filling.

It's accuracy will fill your soul with joy.

RICHARDSON SCALE COMPANY
6 PARK ROW, NEW YORK

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CHICAGO, ILL.

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MINNEAPOLIS, MINN.

FAIRBANKS THE HEART OF THE ELEVATOR FAIRBANKS

FAIRBANKS MORSE & CO.

We have 20 Scale warehouses to
save you time, freight and trouble.

Send for Catalog No. 550 SK

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GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

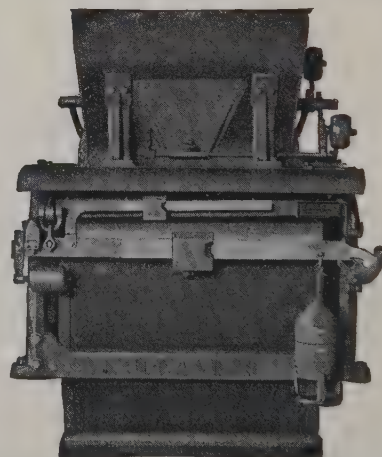
THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

For any of the above address, GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago

An AUTOMATIC SCALE Not An AUTOMATIC PUZZLE



SONANDER AUTOMATIC SCALE.

is a Standard Scale to which have been added simple parts to secure automatic and continuous weighing. It's just like the scale you have always used, only it's automatic.

There is never any doubt or mystery.

It is guaranteed to handle a greater variety and condition of grain, *clean or dirty*, whole or ground, with greater ease and greater accuracy than any other automatic scale. Such a guarantee will be made to you.

The Sonander is self-testing, no platform or other scale is required. *It occupies less space than others.*

"Sonander Baggers are wonders" so users say.

THE WINTERS-COLEMAN SCALE CO.
SPRINGFIELD, OHIO.

Agents at all Grain Centers

THE RELIANCE AUTOMATIC DUMP CONTROLLER



does not require time or labor in operating, is n in the road in the sink or in driveway. It is simple, durable and easily attached to any drop dump. All prominent elevator contractors recommend it.

In our experience in grain elevator building we find there is often a great objection raised by the farmers about the hard dropping of their wagons in dumping; also that expense often accrues to grain men for repairs to wagons broken in this way.

It has been in use over the central grain states two years. We have letters from a great number of users who speak of it in the highest terms, and say they will not do without it.

We guarantee it to give satisfaction.

Shipped on 30 to 60 days trial. Price, \$12.00.

Yours truly,

RELIANCE CONSTRUCTION CO.
INDIANAPOLIS, IND.

Grain Testers Flax Scales

Wheat, Flax and Seed
Testing Sieves are
needed now.

Send Us Your Order.
Complete Line Prices Right

GRAIN DEALERS
SUPPLY CO.

Minneapolis - Minn.

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without
shucks) and GRIND all kinds of
small grain. Have Conical-Shape
Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Eight
Sizes—2 to 25-horsepower.

Peculiarly suited for use with
Gasoline Engines.

The N. P. Bowsher Co.
South Bend, Indiana



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ELEVATOR EQUIPMENT

We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

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NORDYKE & MARMON CO.

America's Leading Mill Builders

INDIANAPOLIS, IND.

Est. 1851.

WILLFORD

Light Running Three-Roller Mills

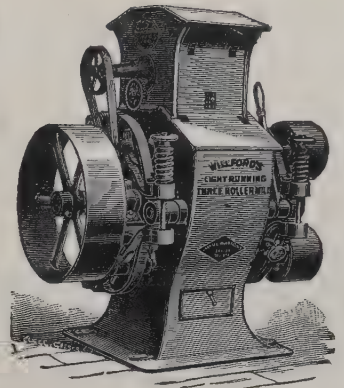
ARE THE BEST
FEED MILLS FOR ELEVATORS

because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

303 So. 3rd Street Minneapolis, Minn.



Your Profits

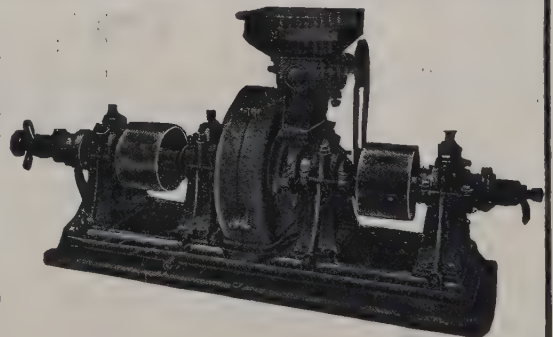
at the end of the year are shown by the
amount of cash you have. You will
find the feed grinding end of your
business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you
one on trial. WRITE US

SPROUT, WALDRON & CO

P. O. 260, MUNCY, PA.



It Soon Pays For Itself.

It will cost less than you imagine to install a NATIONAL Automatic Scale. What's more, it will soon pay for itself.

One of our customers informs us that the NATIONAL has just saved them over \$100.00 on one car load of grain. We will be glad to send you their address.

Every operation of the NATIONAL is positive. It is not affected by cobs, sticks, straws or any trash that might be in the grain. Irregular elevating will not affect the accuracy of the weights. It has no hair trigger regulations to get out of fix. Everything simple and sensible. Write at once. Sixty days free trial.

NATIONAL AUTOMATIC SCALE CO.

BLOOMINGTON, ILLINOIS



AUTOMATIC TWIN SCALES

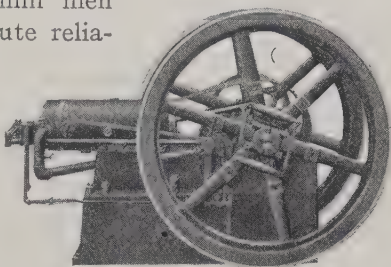
Baggers, Polishers and Cleaners
Manufactured by

AMERICAN GRAIN SCALE CO.

Blackwell, Oklahoma

Reliable Powers for Elevator Use

Elevator and mill men must have absolute reliability in their powers. Not only reliability but ever-readiness, economy, and every other power requisite goes with



I. H. C. Gasoline Engines

Strong, simple, easy to understand and operate. The many styles and sizes adapt them to use in elevators, warehouses, feed mills and all branches of the grain trade.

For catalogue and all information address

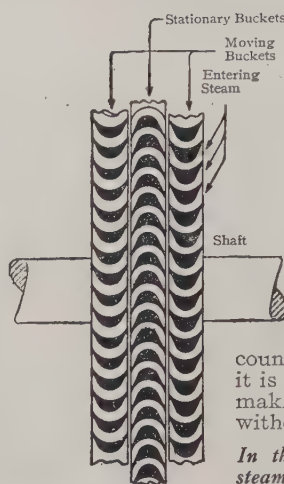
International Harvester Company of America

(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A.

The most work with the least steam



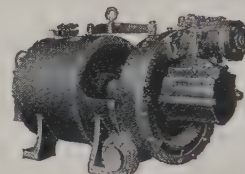
Curtis Steam Turbine Generating Sets utilize the expansive force of the steam to the best advantage.

Instead of the familiar reciprocating steam engine method of intake, expansion and exhaust, there is in the Curtis Steam Turbine one continuous expansion of steam giving its energy to a disc rotating continuously in one direction.

Instead of connecting the electric generator by belt to a countershaft or to the engine fly wheel it is keyed direct to the turbine shaft, making all rotating parts one solid unit without lost motion.

In the Curtis Steam Turbine the entering steam strikes a set of small blades or "buckets" mounted in the edge of a circular disc which is keyed to a shaft. The steam, after striking and propelling the shaft and discs, is re-directed against a second set of buckets on the same shaft. The energy of the steam is changed simply and efficiently into electric power.

Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.



General Electric Company

2010A

Principal Office, Schenectady, N. Y.

New York Office, 30 Church St.

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Sales Offices in all Large Cities.

Want a Position?

Read the following and advertise in the "Situations Wanted" column of the Grain Dealers Journal.

Indianapolis, Ind., Feb. 8, '10.

Grain Dealers Journal,
Chicago, Ill.

Gentlemen:

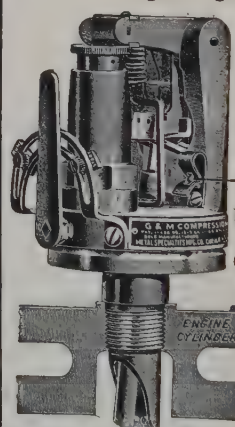
Please discontinue my advertisement, for your efficacious journal has procured me a good position. Luck to the Journal.

Respectfully,
Everett W. Cox.

Cost is only 15 cents per type line per insertion.

G. & M. Compression Igniter

A Revelation In Gas Engine Ignition



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you MONEY, TIME AND TROUBLE

A. H. McDonald, the gas engine man, Chicago, wrote us January 4th, 1908, as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

427 W. Randolph St., Dept. G, Chicago, Ill.

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

WITTE IRON WORKS CO.
526 West Fifth St., Kansas City, Mo



FOOS

Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.


Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
Springfield, O.

Say

Let the Grain Dealers Journal
Want Ads do your work.
They bring quick returns.



HOLD ON!

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

"OTTO"

Suction Gas Producer and Engine.

No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

Otto Gas Engine Works
PHILADELPHIA, PA

NO MORE FROZEN TANKS

Here is just one testimonial letter to prove that Calcium Magnesium Chloride will prevent water jackets of gas or gasoline engines from freezing. This compound is very much superior to ordinary Calcium Chloride, and costs the same. Ask us for

K-L Brand — Anti-Freeze — Solution

This letter proves it will do the work:

Kielgass-Lehman Co., Chicago, Ill.:

Pukwana, S. D., Jan. 4, 1910.

Gentlemen—Some time ago we ordered and received from you 200 lbs. of Calcium Magnesium Chloride and along with our order we sent you \$2.00. Enclosed please find draft for balance, which is \$2.00. The solution is certainly fine and we do not have any bother with frozen tanks any more.

Yours truly,
(Signed) FARMERS ELEVATOR CO., per Nels Hintze, Mgr,

KIELGASS-LEHMAN CO., 208 Kinzie St., Chicago, Ill.

Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Strittmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal
255 La Salle Street, - Chicago, Illinois

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, 255 LA SALLE STREET CHICAGO, ILLINOIS

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas, May 12, 1908.

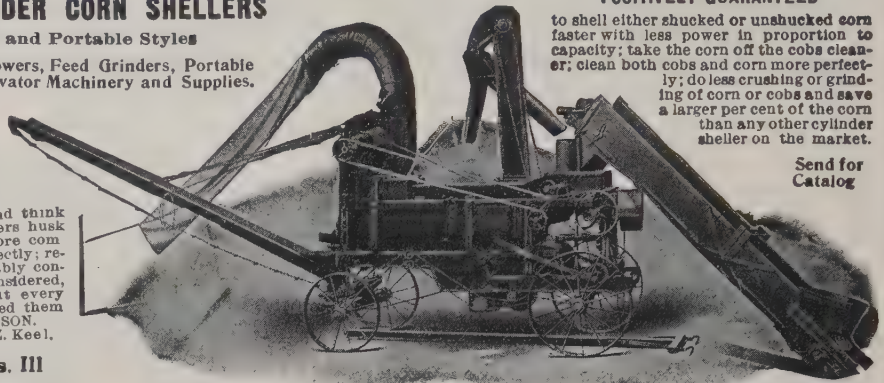
Marseilles Mfg. Co., Marseilles, Ill.
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and costless, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,
By J. Z. Keel.**MARSEILLES MFG. CO. Marseilles, Ill.**

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for
Catalog**Buffalo
Grain
Tester****With
Buffalo
Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

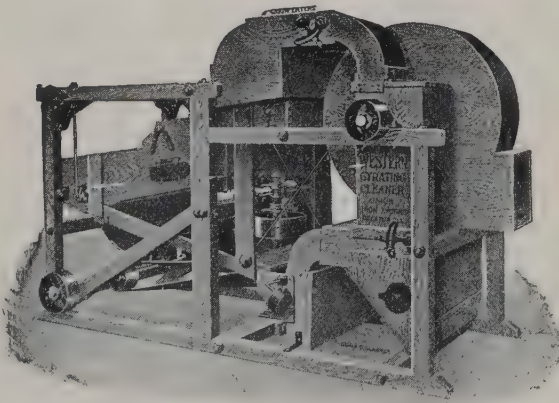
The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, ILL.



YOU ARE THE LOSER if your grain does not grade as it should.

WE CAN HELP YOU if you will take our advice.

INVESTIGATE YOUR EQUIPMENT; unless your machinery is first-class, you cannot expect to handle your product economically or have it leave your elevator in good condition.

A "WESTERN" Gyrating Cleaner is the machine you need to get the best results. It handles all kinds of grain; requires less floor space than any other cleaner of equal capacity; easy to install; even balance; simple of construction; nothing to get out of order.

WRITE TODAY FOR FURTHER PARTICULARS

Union Iron Works, Manufacturers of **"Western" Elevator Machinery**
Decatur, Illinois

"Wanted" and "For Sale"

The rate for advertisements in this department is 15 cents per type line each insertion

MACHINES FOR SALE.

ONE CLIPPER 18 IN. horizontal Burr feed mill for sale. T. H. Reed & Son, Rushville, Ind.

BRUSH AND SCOURER for sale. Victor brush and scourer No. 2. Address Lyons Milling Co., Lyons, Kans.

NO. 4 BOWSER FEED MILL with sacker for sale. Mill is practically new. L. B. Spracher & Co., Sibley, Ia.

ONE OAT CLIPPER for sale. Large capacity. Also one corn cleaner, capacity about 200 bus. per hour. Good condition. Address Canal Eltr. Co., Peru, Ind.

B. S. CONSTANT CORN CLEANER for sale. Capacity 200 bus. per hr., also 1 Western sheller, small size, good condition. Cheap. Address Geo. W. Moor, Letts, Ind.

FOR SALE—TEN CAST IRON SHEAVES for rope power transmission. Various sizes; good as new; cheap. Address A. Wasmuth & Son, Roanoke, Ind.

MACHINERY FOR SALE in a small planing mill. One 30 inch under runner, Burr stone feed mill and one Sullivan cob crusher. Wm. F. Graham, Otter Lake, Mich.

I AM PREPARED to push the manufacture on royalty or sell any small metal device or machine suitable for the elevators and grain dealers. Address T. T. C., Box 2, Grain Dealers Journal, Chicago.

ONE BARNARD & LEAS WHEAT CLEANER for sale. Capacity 300 to 400 bus. per hour; practically new. Installed one of larger capacity instead. Cheap. Address Brown & Ormes, Rushville, Ind.

CLEANER AND SEPARATOR for sale. 1 Monitor No. 4 Receiving separator, 1 No. 1 U. S. Corn Sheller, 1500 bu. capy. 1 No. 13 Constants Corn Cleaner, 1700 bu. capy. Address J. A. Horn Construction Co., Oklahoma City, Okla.

MONITOR WAREHOUSE FLAX CLEANER for sale. Style B. Capacity per hour 250 to 400 bus. Only used a few days of actual work. Worth five times price asked. Reason for selling no flax raised here now. Address Grand, Box 2, Grain Dealers Journal, Chicago.

ONE NO. 2 CORNWALL CORN CLEANER for sale. Good condition excepting sieves; one size 2 Barnard's Dustless Receiving Wheat Separator, first class condition. One No. 2½ Western Rolling Screen Corn Cleaner and one No. 3 Hercules Corn Scourer in good condition. Bargain if taken quick; need the room. Bossemeyer Bros., Superior, Nebr.

MACHINES FOR SALE.

ONE AMERICAN GRAIN METER for sale. Capacity 2,000 bus. per hour; good as new. Address A. H. Edwards, Tolono, Ill.

ONE NO. 8 WOLF MILL for sale. 3 rolls high with one extra set of new rolls. A. L. Schultz & Son, 1675 Elston Ave., Chicago.

FERRELL NO. 16 CLIPPER CLEANER with air controller, 40 screens. Cost \$150. Run few months. Sell at \$100. Josiah Young, Troy, N. Y.

ONE 50 H.P. BOILER FEED PUMP for sale. Fine condition. Price \$30.00. The Machinery Sales Co., 17 E. Woodbridge St., Detroit, Mich.

ONE CLIPPER SEED CLEANER for sale. Capacity about 200 bus. per hour; good condition. Address Comer & Searce Co., Mooresville, Ind.

ONE SULLIVAN CORN CRUSHER for sale. Capacity 35 bus. per hr., in good shape. Cheap. Address J. C. Bradley, Rossville, Kans.

ONE HUTCHINSON REEL, end shake and about 12 or 15 iron pulleys, various sizes, good as new. Will sell at a bargain. Address Blissfield Mfg. Co., Blissfield, Mich.

FOR SALE—2 elevator boots, also 2 head pulleys and several wood and iron pulleys; large size, and a large number of elevator buckets. Address H. E. Parsons, Philo, Ill.

SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

POWER EQUIPMENT.

Attention, Mr. Buyer.

It will be to your interest when in need of power equipment to communicate with us. We handle everything in alternating and direct current motors and generators. Also steam, gas and gasoline engine. Loveland & Monahan, 527 W. Jackson Blvd., Chicago, Ill.

OFFICE APPLIANCE.

SAFE. A good second hand Diebold safe, size 12x15x20, for sale. A good country grain office safe. L. J. Button Ele. Co., Sheldon, Ia.

MACHINES WANTED.

A SECOND HAND ADDING MACHINE wanted, in good condition. Address A. H. Edwards, Tolono, Ill.

A CLIPPER SEED CLEANER of good capacity wanted. No. 47 or No. 57 preferred. Must be in perfect condition. Also small gasoline engine, 2 to 4 H.P. M. Young & Co., Winterset, Iowa.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

I WANT a full second hand equipment for elevator. 15 to 25 H.P. gasoline engine, 400 to 600 cap, sheller and corn cleaner feed mill, all shafting, belting, pulleys, cups, etc. Quote me on what parts you have at once. Address Lock Box 60, Wapello, Ia.

SECOND HAND GRAIN CLEANER wanted of medium size and of standard make for cleaning all kinds of seed grain and also grain for market, to be run by a 5 H.P. gasoline engine, and used by March 1st. Address W. W. H. Box 3, Grain Dealers Journal, Chicago.

AGENTS WANTED.

BIG PROFITS—Selling vulcan fountain and stylo Pens. Well advertised, easy to sell. Write for catalog showing liberal discounts. Ullrich & Co., 27 Thames St., Dept. 47, New York.

ELEVATOR SUPPLIES.

SANITARY DUST PROTECTOR. \$1.50 postpaid. Jacob G. Meier, Russell, Kansas.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

SHELLERS FOR SALE

ONE WESTERN SHELLER NO. 2 for sale, in good condition. Will sell cheap. Address Chas. Sharp, McGrawsville, Ind.

ONE VICTOR CORN SHELLER for sale. No. 2, in good condition, installed one of larger capacity. Cheap. Address E. E. Cornthwaite, Cicero, Ind.

INFORMATION.

ADDRESS WANTED of the Atlanta Flour & Grain Brokers. Address Charles, Box 2, Grain Dealers Journal.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MY ELEVATOR IN IOWA for sale or lease. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago.

MILL & ELEVATOR in Central Indiana. First class location. Address Central Indiana, Box 2, Grain Dealers Journal, Chicago.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR AT BENTON, KANSAS for sale. Just completed. Only elevator in town. Address G. G. Weichen, Gardenplain, Kansas.

ELEVATOR FOR SALE—15,000 cap. Handles 100,000 annually. Small town. No competition. Price \$2,800. Address Jas. M. Maguire, Campus, Ill.

FOR SALE, ELEVATOR at a good grain point within twenty-five miles of Wichita, Kansas, at a bargain. Address Elevator, Box 3, Grain Dealers Journal, Chicago.

11,000 BU. GRAIN ELEVATOR on the C., R. I. & P. Ry., in southern Nebr., for sale. A 200 car station. One competitor. Write V. B. & S. Box 3, Grain Dealers Journal, Chicago.

65,000 BU. CAPACITY ELEVATOR handling 200,000 per year. No competition. Located in Central Ill. town of 600. Address Illinois, Box 2, Grain Dealers Journal, Chicago.

TWO ELEVATORS IN EASTERN NEBRASKA for sale. Fine business; good crops; modern buildings. One competitor. Address Mack, Box 3, Grain Dealers Journal, Chicago.

20,000 BU. ELEVATOR for sale. Rich territory. Only elevator here. Will sell at a sacrifice for quick sale. Account other interests. Come quick. Samuel Garver, Valley Center, Kansas.

ONLY GRAIN AND HAY ELEVATOR with feed mill and rolls within 40 miles located in Southwestern Ohio for sale. Price \$4,000. Address National Mill Exchange, New Philadelphia, Ohio.

OWING TO POOR HEALTH will sell my elevator, feed mill and home in central Wis. Take advantage of an opportunity to get a good business for \$4,000. Address Peter, Box 3, Grain Dealers Journal, Chicago.

NORTHERN INDIANA ELEVATOR for sale. Finely equipped; in splendid grain country; implement business in connection if desired. Will consider farm in part payment. Frank A. Turner, Valparaiso, Ind.

GRAIN ELEVATOR for sale. 45,000 bu. capacity elevator; one of the best shipping points in No. Dak. on Soo Line. May trade for western No. Dak. land. Address T. H. K., Box 2, Grain Dealers Journal, Chicago.

MODERN N. DAK. ELEVATOR for sale. Capacity 40,000. In best of repair; nearly new. Business good for 100,000 bu. Going out of business. Easy terms. Address G. A. R., Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

WANTED TO BUY OR LEASE a transfer house and line of elevators. L. G. Vincent, Odell, Ill.

WOULD EXCHANGE an up to date grocery in the best oil town in Illinois for a grain elevator. Address Lock Box 477, Bridgeport, Ill.

ELEVATOR WANTED in good grain country handling 100 cars or more annually. Address N. B. T. 433 Woodlawn Ave., Chariton, Iowa.

TO EXCHANGE FOR ELEVATOR or small stock general mdse., good one half sec. land at right price. Address Lock Box No. 4, Wylie, Minn.

WANTED TO RENT AN ELEVATOR which handles not less than 75,000 bu. annually. Prefer location in western Dakota or Montana. Address P. O. Christianson, Roseau, Minn.

TWO ELEVATORS 30,000 bu. capacity each, seven miles apart, on Big 4 R. R. for sale or exchange for good farm land. Fine grain and hay country. Address B. E. V. Box 3, Grain Dealers Journal, Chicago.

50 M CAPACITY ELEVATOR and a small mill wanted in good grain territory where there are not too many dealers and elevators for the grain to be handled. Address Warren, Box 3, Grain Dealers Journal, Chicago.

FOR SALE ELEVATOR doing profitable business in Iowa. Can show big profits and steady increase in business; reason for selling; will give full particulars on inquiry. Address W. S. Box 3, Grain Dealers Journal, Chicago.

MODERN NO. INDIANA ELEVATOR on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR of 15,000 bu. capacity for sale. Only house at station. Ships 80,000 to 100,000 bu. per year. Can engage in coal or lumber without competition. Extra bargain. Address S. A. B. Box 1, care Grain Dealers Journal, Chicago.

GOOD 7 M. ELEVATOR and coal business for sale or trade. Only elevator and coal business in town. Located on G. I. and B. & M. Good location for lumber yard and live stock dealers in connection. Other business reason for selling. Fairchild Bros., Endicott, Nebr.

NORTH CENTRAL IOWA, a 16,000-bu. cribbed elevator stock and coal business for sale. All doing a good business. Consideration, \$4,500.00. A right good opportunity. Reason for selling, other business. Address Lyle, Box 3, Grain Dealers Journal, Chicago.

GOOD ELEVATOR IN EASTERN ILL. on Wab. Ry. for sale. Finest corn and oat territory in the state. Capacity about 15,000 bus., handles 175,000 bus. of grain annually. Flour, feed and coal trade in connection. In town of 1,000 inhabitants. Address A. B. E. Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR WANTED handling not less than 100,000 bu., with coal as a side line. Have no objection to lumber yard in connection. Give full description and price in first letter. Address Thomas, Box 3, Grain Dealers Journal, Chicago.

WANTED. I wish to buy an elevator. Give full description and particulars first letter. Business done, profits per year for three years, prospect for increase in business, reason for selling. Terms, prompt action if suitable and a bargain. Address P. A. V. Box 3, Grain Dealers Journal, Chicago.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200 M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal.

GOOD ELEVATOR in the grain belt of Northwestern Missouri on the Wabash R. R. for sale. Almost new. Handles easy 200,000 bus. of grain annually; also coal, feed and flour. Grist mill in elevator. All new machinery. Good reason for selling. Write C. A. Box 3, Grain Dealers Journal, Chicago, Ill.

WE HAVE FOR SALE good paying elevators, flour mills, hotels, etc. If you want to buy or sell give full description with price of what you have or want. Farms wanted in exchange for elevators, flour mills, etc. List your property with us. Address National Mill Exchange, 719 W. Ray St., New Philadelphia, Ohio.

ELEVATORS FOR SALE. My specials at the moment are \$12,000, \$14,000, \$12,000, \$16,000, \$17,000, \$20,000, \$35,000, \$30,000, \$35,000, \$17,000, desirable, conditions right. Each shows correct net profits for buyers who can swing them. John A. Rice, Exclusive Elevator Broker, Frankfort, Ind.

PUBLIC SALE. February 19th, 1910, at two o'clock p. m., grain elevator, including ground and private R. R. siding; best location in city of Mansfield, Ohio, on the Penna. R. R. Capacity 20,000 bus., fully equipped for present use; coal yard; best wool, seed and grain section. If interested address Charles W. White, Mansfield, Ohio.

ELEVATOR FOR SALE—You can buy a good elevator with two corn cribs in a large farming territory in S. Dak. on G. N. Road; only two elevators in town. Also do good business buying hogs and cattle. No competition. Poor health, retiring from business reason for selling. Address South, Box 1, Grain Dealers Journal, Chicago.

WE BUY FURS AND HIDES

of all kinds and pay top prices and make quick cash returns. TRAPPERS GUIDE sent free to all who ship and mention this ad. **McMILLAN FUR & WOOL CO.** Minneapolis, Minnesota.

WRITE FOR CIRCULARS.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE—40,000 cap. Very modern and equipped with sheller, cleaner, etc. Town of 1,800. No competition. Address J. M. Maguire, Campus, Ill.

ELEVATOR, LUMBER YARD, COAL business and bank for sale. Handles 400,000 bu. annually. No competition. Very reasonable. Address Jas. M. Maguire, Campus, Ill.

NEW GRAIN ELEVATOR for sale. 20,000 bu. capacity, modern equipment. Good Iowa territory. Fine opening for general merchandise and lumber business to be operated in connection with grain. Address R. I. D. Box 3, Grain Dealers Journal, Chicago.

KANSAS ELEVATOR of 17,000 bus. capacity at Home City, a 300 car station. In good condition. Hopper scale, car loader, 12 h.p. gasoline engine, cleaner; detached office; \$250 safe. Corn crib. \$8,000 in sixty days takes it. E. N. Bailey, Baileyville, Kan.

ELEVATOR FOR SALE in one of the best grain sections in Nebraska. A splendid opportunity. Last year's business was 110,000 bus. of grain, capacity 10,000; all in first class condition. The business can be increased fifty per cent; also coal can be handled by the party at a good profit. Only one dealer in town. Reason for selling, old age. J. H. Aufderheide, Deshler, Nebr.

NORTHWESTERN KANS. ELEVATOR on G. I. Ry. for sale. Capacity 10,000 bus.; handles 300,000 bus. of grain annually. In a town of 600; two elevators. About 60 per cent corn and wheat in farmers hands; practically new and up to date in every particular. Big bargain for quick sale. Good reason for selling; terms reasonable. J. H. Dougan, Topeka, Kans.

ELEVATOR AND COAL BUSINESS for sale in Northwestern part of Kans., modern; 10,000 bus. capacity; handles about 100,000 bus. of grain annually; town of 1,500 inhabitants. Equipped with 21 h.p. Otto gas engine, sheller, cleaner, man-lift, Howe hopper scale and car puller. Also do a 2,000 ton coal business annually. Only one competitor. Price \$6,500. Easy terms; no trade will be considered. Write Fisher & Son, Frankfort, Kans.

ELEVATOR IN WESTERN INDIANA for sale. Capacity 35,000 bus. Also coal shed, handles 150,000 bus. of grain annually; equipped with the most up-to-date machinery. House is in good condition, located on Wabash Ry. Good opportunity for handling side lines. 2 churches and one school in town. Will sell for part cash and balance on easy terms. Reason for selling, have other business. Only one elevator in town. Address Marsh, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER YARD for sale. Located on the B. & O. S. W. R. R. Central Ill. Handle about 125 M. bus. of grain, 75 cars of hay, 40 cars of coal and 30 cars of lumber during the year. Capy. of elevator 25 M. bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate, the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

NEW GRAIN ELEVATOR AND 8 coal sheds in Northwestern Ohio for sale or rent. Capacity 15,000 bushels, handles 125,000 bus. of grain annually, also coal, feed, hay, seeds and wool. Will sell or rent with privilege of buying, or if right man is found will furnish elevator and let him run it on joint account. Rent must be cash in advance and if subsequently purchased, first year's rent can apply on the purchase price. Elevator situated in town of 1,200 people. Also have for sale 120 acres of land in Northwestern Ohio within one mile of electric line. Level black ash land, all cleared, no stumps; raised over \$3,000 worth of crops last year. Fair house and barn. Will sell at \$100 per acre subject to renters lease for 1910. Over 1,200 acres adjoining. This land sold recently at \$117 to \$155 per acre. For particulars on either of these snaps, address D. A. Baker, Butler, Ind.

ELEVATORS WANTED.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept., Grain Dealers Journal, Chicago, Ills.

ELEVATOR IN EASTERN INDIANA wanted in good corn and wheat territory. Address Rush, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED — Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. Kester & Estey, Casstown, Ohio.

WANTED IN NO. CENTRAL OKLA. one or more good elevators. Full particulars first letter. Address C. G. C., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR WANTED. Western Ohio or Eastern Ind. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

ELEVATOR WANTED in good country where plenty of grain is raised; do not care whether it is much of an elevator or not, can make a good one out of it. Prefer Indiana or Illinois. Address E. W. Ball, Rushville, Ind.

WILL EXCHANGE MY EQUITY of \$4,500.00 in a well improved farm of 160 acres, 50 miles west of Minneapolis, for an up to date, well equipped elevator within 50 miles of Minneapolis and a good grain point. Address Box 794, Osage, Iowa.

BUSINESS OPPORTUNITIES

SEED, GRAIN, FEED AND COAL business for sale at Broadview, Mont. Well established. Also carry a line of agricultural implements which can go with sale or not as desired. Address W. X. Sudduth, Billings, Mont.

WANTED—HEAD MILLER to take charge of 100 barrel mill. One who would take \$3,000 to \$5,000 stock in a first class mill and elevator. Hartley Mill & Elevator Co., Hartley, Texas.

WANTED—A WIDE AWAKE MAN to take small interest in a \$50,000.00 corporation, who understands the rate traffic business and the office work of a large terminal elevator in Oklahoma. Address Lock Box 177, Roff, Okla.

AN EXPERIENCED SEEDS MAN wanted with \$5,000 to take an active interest in a well paying terminal shipping and retail seed and grain business in Oklahoma. Excellent opportunity. No one but an experienced seed man need apply. Address Seed House, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

WE BUY, BUILD, SELL AND exchange Oklahoma mills and elevators. If you are waiting for an opportunity, write us. Oklahoma Elevator Brokers, Sapulpa, Okla.

ELEVATORS FOR SALE—All kinds of them at prices to suit you. Write and let me know your wants. Am sure I can suit you. Address James M. Maguire, Campus, Ill.

WE HAVE A GREAT LINE OF ELEVATORS for buyers with moderate capital ranging from \$3,750 to \$9,000 and terms to suit. You never get in bad when you buy of John A. Rice, Exclusive Elevator Broker, Frankfort, Ind.

WE DO AN ELEVATOR BROKERAGE business exclusively. You cannot do better than list your elevator with us if you wish to sell, and if you wish to buy, give us about location you wish to do business in and about what you wish to pay. Will send list. W. S. Hampsher, 5335 Prairie Ave., Chicago.

IF YOU HAVE AN ELEVATOR or mill to sell, or if you have a farm to exchange for elevator or mill property, or if you are in the market for an elevator or mill business in the Southwest, don't fail to let us know about it. Oklahoma Elevator Brokers, Sapulpa, Okla.

IF YOU ARE LOOKING for a place to settle down where you can make money in the grain business, write us at once. We have the best propositions in Oklahoma to offer. Cash or good farm land are the requisites. Oklahoma Elevator Brokers, Sapulpa, Okla.

FROM 1,000,000 to 2,000,000 bu. of corn alone have been shipped from a few stations in one season in Oklahoma. We know where the best places are. Our list includes elevators that average from 75,000 bu. to 500,000 bu. of grain yearly—not to mention the coal, feed, flour and cement business in connection. Write today. Oklahoma Elevator Brokers, Sapulpa, Okla.

Oklahoma Elevator Brokers SAPULPA, OKLAHOMA

Buy, build, sell and exchange
MILLS AND ELEVATORS

SITUATIONS WANTED.

EXPERIENCED GRAIN MAN who knows the territory want to solicit Illinois for expenses. Write for particulars to Austin, Box 2, Grain Dealers Journal, Chicago.

GRAIN OFFICE AND ELEVATOR MAN wants position. First class. Ten years experience in the grain business; expert gasoline engineer and mechanic. Married. C. C. Inglis, Summitville, Ind.

MANAGER OF COUNTRY ELEVATOR wants position. Young man of good judgment and two years' experience. Best of references. Address Worker, Box 3, Grain Dealers Journal, Chicago.

POSITION WANTED by man that is competent as manager of an elevator, who can get the grain if any is raised. Want to make change by March 1st. Ask for my references. Address C. M., Box 12, Grain Dealers Journal, Chicago.

MANAGER OF GRAIN ELEVATOR or solicitor for grain firm wants position. Would put up time and experience against capital in grain enterprise. 5 yrs. exp. A. 1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR or line of elevators wants position. Experienced in country and terminal markets. At present employed; want to make change. Best of references. Address S. T., Box 2, Grain Dealers Journal, Chicago.

MANAGER OF COUNTRY ELEVATOR wants position. 15 years' experience. Have tools and can keep all kinds of machinery in repair; have good grain drier; will put in with my services. Prefer Ohio. Address W. H. S., 659 Robison St., Toledo, Ohio.

WANTED POSITION as traveling buyer or any good position with first class firm. Good grader of all kinds of grain, especially barley. Eight years experience as buyer and manager. Age 32 & single. Best references. Wish change Apr. 1st. Address "Long," Box 2, Grain Dealers Journal, Chicago.

SITUATION AS MANAGER of country elevator or as traveling solicitor for commission firm wanted. Ten years' experience as manager of elevator and all around experience with grain. Man of family. Thorough mechanic, reliable. Past employer will vouch for ability and integrity. Address J. E. Robinson, Corning, Kans.

PARTNERS WANTED.

WANTED A RELIABLE MAN to take 1/2 interest of a good paying elevator in Oklahoma. \$1,500.00 cash will handle this, balance \$1,000.00 on easy payments. Address Box 96, Verden, Okla.

POULTRY FOR SALE.

RHODE ISLAND REDS—The great utility fowl. Eggs for hatching from prize-winning stock for sale. Grove Poultry Yards, Downers Grove, Ill.

MILLS WANTED.

MILL WANTED—Will exchange my Texas farm for a well equipped flouring mill property located for custom trade. Address W. E. S., Box 3 Grain Dealers Journal, Chicago.

MILLS FOR SALE.

ALFALFA MILL FOR SALE. Write The Land & Power Company, Arkansas City, Kansas, for particulars.

COMPLETE FLOURING MILL and all machinery for an elevator for sale. Also new boiler and engine. Everything in good condition. Address Culver, Box 2, Grain Dealers Journal, Chicago.

FLOUR MILL, GRAIN ELEVATOR, hay barns, coal bins for sale. Well established grain, hay, flour, feed and coal business. On account of ill health will retire from active business. Wm. Bondies, Durant, Okla.

I OFFER MY 30 TO 40 BBL. MILL and dwellings for sale on account of asthma. Fine buildings. Best wheat section in the state. Will send photos of buildings if interested. Address B. C. J. Box 3, Grain Dealers Journal, Chicago.

OHIO MILL FOR SALE to settle partnership; water power; capacity 50 bbls. flour, 350 bu. meal, 12 tons feed; private electric lighting plant. Write for further particulars. Richmond Dale Milling Co., Richmond Dale, Ohio.

ENTIRE PLANT OF PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2,500 sacks corn chops. Plant is located in two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, L. Drawer "W," Little Rock, Ark.



BINDER TWINE. 7 1/2 lb.

Elevator men get our samples and catalog.
Theo. Burt & Sons, Melrose, O.

HELP WANTED.

WANTED a married man to work in central Iowa, who can deal with farmers in buying their grain and selling them farm machinery. Address W. Box 3, Grain Dealers Journal, Chicago.

ELEVATOR STOCK FOR SALE.

WILL SELL STOCK in a line of 13 elevators that will pay 20% annually. Reason for selling stock that we may take on additional business that will add to success in connection with present business. Address H. C. D. Box 3, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

AUTOMATIC BAGGER & WEIGHER with reserve attachment. Sell at \$20. Josiah Young, Troy, N. Y.

SCALES, second hand, 1-22 ft. Howe and 1-14 ft. Fairbanks. Both have office beams. Will sell very cheap. L. J. Button Ele. Co., Sheldon, Ia.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Neb.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

BUFFALO HOPPER SCALE—600 bu., Fairbanks Hopper Scale 1000 bu. Both nearly new. Special bargain for quick sale. F. H. Morley, 618 Board of Trade, Indianapolis, Ind.

ONE 1,000 BU. FAIRBANKS HOPPER SCALE with timbers \$75.00. One Fairbanks R. R. T. scale \$200.00; two 26" rubber belts 160' each \$70.00; two 24" rubber belts 120', each \$50.00. La Crosse Wrecking Co., La Crosse, Wis.

FOR SALE 60 BU. HOPPER SCALE complete \$30. Grain tester \$6.00. 500 bu. Western sheller and cleaner \$100. Elevators all sizes very cheap; sprockets, chain, shafting, three high feed roll 9x14, fine condition \$140. A. D. Hughes, Laketon, Ind.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator.....

Post Office.....

.....bus.

State.....

GASOLINE ENGINES.

GASOLINE ENGINES for sale; 10 h. p. Temple Pump Co., Chicago.

ONE 2½ H. P. LAWSON GASOLINE ENGINE for sale. Practically new; will sell cheap. Address R. Porter, Cicero, Ind.

FOR SALE—1-30 HP. GAS ENGINE; can be adjusted for gasoline at a small expense. Will sell at half price. Write S. Bash & Co., Ft. Wayne, Ind.

18 H.P. LEWIS GASOLINE ENGINE in first class condition with electric igniter for sale at a bargain. S. J. Thompson, Holton, Kans.

ENGINE AND PULLEY for sale. One 4 h. p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, No. Hampton, O.

10 H. P. GASOLINE ENGINE for sale with dry battery to start on for dynamo for spark to run on for \$200.00 F. O. B. cars Park Ridge. Not run over 50 times. Address Park Ridge Lumber & Coal Co., Park Ridge, Ill.

GASOLINE ENGINES FOR SALE.

30 H.P. Nash.
25 H.P. Columbus.
25 H.P. Fairbanks Morse.
22 H.P. Fairbanks Morse.
15 H.P. Fairbanks Morse.
12 H.P. Fairbanks Morse.
6 H.P. Fairbanks Morse.
4 H.P. Fairbanks Morse.
12 H.P. International Howe.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 549 Monroe St., Chicago, Ill.

FOR SALE BRUCE-MARION & AB-BOTT 35 H.P. two-cylinder gas or gasoline engine, 300 R.P.M., equipped with self-starting. Can be seen running. Price, \$425.00. Cost \$1,500.00. J. Kral, 1153 W. 18th St., Chicago, Ill.

GASOLINE ENGINES FOR SALE.

1-3 H.P. Fairbanks Morse, speed 350.
1-3 H.P. McMullin 2-cyl., speed 350.
1-16 H.P. Otto, speed 160.
1-25 H.P. Fairbanks Morse (new).
1-50 H.P. Olds, speed 225.
Above were taken in trade by us for electric motors and are for sale cheap. We thoroughly overhaul and test them before shipment. Gregory Electric Co., 1611 Lincoln St., Chicago.

GASOLINE ENGINES FOR SALE.

3 H.P. Field, used one year... \$ 95.00
4 H.P. Field, used 60 days.... 105.00
6 H.P. Vertical latest improved Fairbanks, used 60 days.... 125.00
6 H.P. Foss Jr., used 30 days. 150.00
6 H.P. Foss, in good condition. 100.00
8 H.P. White & Middleton engine, good as new..... 200.00
8 H.P. Horizontal Fairbanks.. 100.00
10 H.P. Nichols & Shepard traction engine, perfect condition. 200.00
12 H.P. Otto Gas, good condition. 200.00
16 H.P. Vertical Marinette eng.. 200.00
25 H.P. Horizontal Foss, good condition 300.00
Allen P. Ely & Co., Omaha, Nebr.

STEAM ENGINES—BOILERS.

ONE ATLAS BOILER for sale. 36 inches in diameter; in good shape. For particulars write Rich & Blankenbaker, Sidney, Ill.

ONE WATERTOWN 40 H.P. STEAM ENGINE for sale. Center crank, 4½ ft. fly wheel, guaranteed to work, 1 Rice automatic compound steam engine, 85 H.P. Also one light and water plant, both connected buildings and all; 15 year franchise due yet, can be renewed when expires. Write, B. M. Strub, Brunswick, Mo.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

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Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular THE RAN-DLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

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SEND samples if you wish to SELL. ASK for samples if you wish to BUY. ALSO deal in GRAIN and PROVISIONS, SPOT or FUTURES. WE handle consignments of GRAIN and SEED, and supply mills with CHOICE MILLING WHEAT.

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KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, re-cleaned if desired. F. O. B. Okla City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla City, Okla.

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SEED CORN. High yielding, prize winning and sure to grow. Robert's Improved, Reid's Yellow Dent, won second prize at the National Corn Show at Omaha, in 1909. Write today for free corn book. Book explaining how it was raised, full particulars, prices, etc., of seed corn that was the largest yielding yellow corn in the world's class last year. Other varieties also. E. D. Roberts, R. No. 1, Red Oak, Iowa.

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WHEAT, CORN, OATS AND Kaffir corn for sale. Delivered prices made on request to any points in the U. S. Stevens-Scott Grain Co., Wichita, Kans.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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ALFALFA HAY AND SEED for sale. Write Nebraska-Corladoro Co., Kearney, Nebr.

WE BUY PURE SOFT WINTER WHEAT CHOICE WHITE CORN

(either ear or shelled)
Cincinnati official weights and grades final.

PERIN BROS.,

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Cincinnati, Ohio

SEED CORN

We are the exclusive agents for H. H. Goddard's "SILVER KING White Dent," grown, selected and tested by Mr. Goddard, who originated this wonderful variety. Endorsed by state authorities everywhere. Try our hardy Northern grown seed corn. CLOVERS, TIMOTHY, ALSYKE, MIXED TIMOTHY AND ALSYKE' GARDEN SEEDS, etc. Catalog free.

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DO NOT PAY BIG PRICES

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Regenerated Swedish Select Oats

This stock is a good quality and free from all foreign seeds.

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Quotations and samples upon request.

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CLOVER SEED WANTED. Medium and mammoth. Send samples. De Wall Bros., Proctor, Ill.

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WE WANT LOW GRADE CLOVER SEED Bad buckhorn clover seed and clover seed tailings. Ask us about it. J. M. King & Son, North Vernon, Ind.

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Barley-bearded, beardless and white hullness.

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Sugar canes, rye, spring and winter.

Seed wheat—standard varieties, spring and winter. Send samples. Quote best prices F. O. B. Rockford, mixed or straight car lots. H. W. Buckbee, Rockford, Ill.

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is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on "Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

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GRAIN DEALERS JOURNAL
255 La Salle Street CHICAGO, ILL.

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CORN AND OATS in full or split cars. Also hay and straw. Ask for prices delivered your station. The Garman Grain Co., Delphos, Ohio.

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WANTED your account for the sale of CORN, OATS and FEED STUFFS on the Memphis market on brokerage. EVERY grain shipper should have our RAILROAD CLAIM BOOK. It collects claims on transportation companies quickly. Claim agents are pleased to receive claims made in such condensed form, which admits of quick adjustment. It is inexpensive and worth its weight in GOLD to claimants. Correspondence solicited. W. J. Booker & Co., Memphis, Tenn.

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Send Us Your Samples.
ASK FOR OUR DAILY BIDS
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Kaffir Corn, Milo Maize, Sunflower Seed

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

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They are an early variety.

Write us for particulars.
We distribute in car lots only.

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THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
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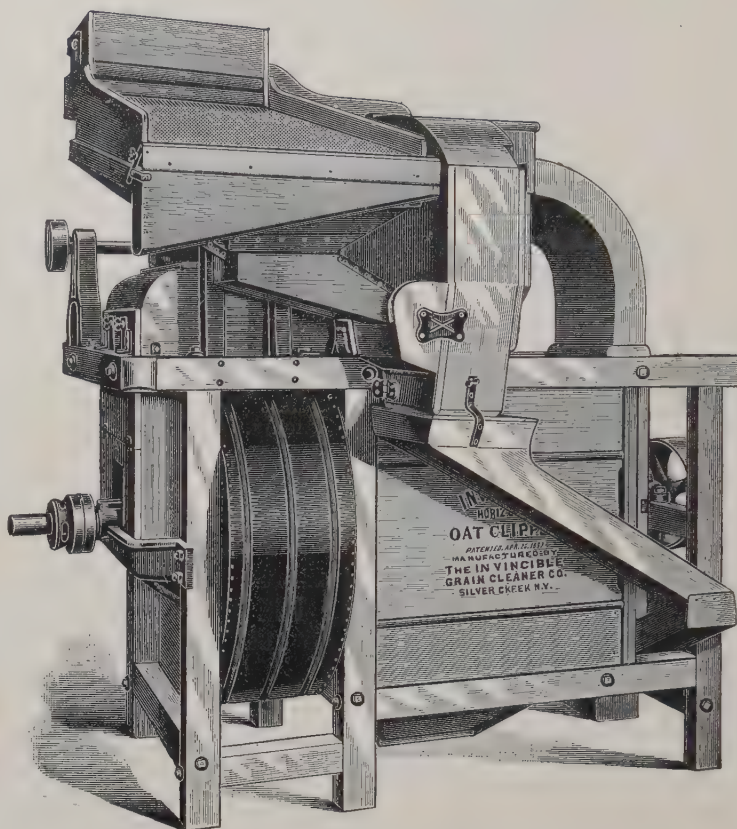
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To operate as a cleaner only a “carry-by spout” is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

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For particulars and other information write nearest office.

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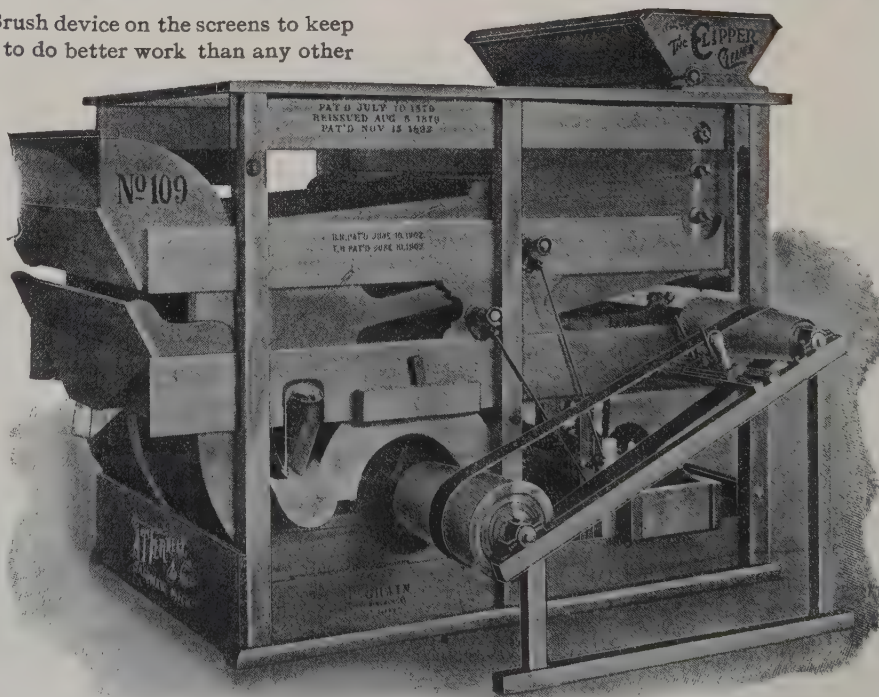
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The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 10, 1910.

FREE SEEDS will not be distributed more freely than heretofore because Congress has refused to increase the appropriation for garden and flower seeds but it has also refused to abolish this free seed graft. Why?

COUNTRY elevator men who use electrical power and get current from interurban wire will confer a great favor upon fellow shippers by giving the Journal some of their experiences and how their trouble has been overcome.

THE PRACTICE of docking each car unloaded at an elevator in Kansas City in defiance of the Missouri law received another much merited grilling at the Kansas dealers' convention. This old time practice is dishonest, illegal and unfair and no elevator man can continue to exact a dockage without causing suspicion upon his own honest motives in other transactions.

IOWA seed corn will be thoroly tested this year if the farmers and country grain dealers avail themselves of the offer of the Des Moines Commercial Club, which proposes to lease and distribute 10,000 seed testers so as to assist in preventing the planting of corn which will not germinate. Prof. Holden's investigation has developed the fact that the germ was killed in most of the corn by the early freeze last fall.

THE Illinois Central has joined the more enlightened roads by recently abolishing the arbitrary rules on minimum weights, thereby making it easier for shippers to convince other benighted transportation lines that actual weight should apply where cars are loaded to full visible capacity.

THE CROP KILLERS have started to work and according to some, wheat in many winter wheat sections has been pulled out of the ground by the alternating freezing and thawing, with the result that the crop has long since been killed. Happily, however, this claim is stoutly denied by experts.

MINIMUM weights for large capacity cars have caused much grief to shippers who ordered small cars, but by degrees freight traffic officials are coming to appreciate the impossibility of loading all cars to marked capacity so are disposed to charge only for actual weight when cars are loaded to full physical capacity.

IT IS a fair estimate that at least one-half the grain elevators which have burst during the recent years have done so as the result of a weak foundation. The tile grain tanks at Alton, Ill., now crumbling are no exception. In building some of them the foundation will be covered up and its weak parts will not become known, but the Law of Gravitation cannot be deceived even to the smallest degree. The weight of the grain and the house must be supported.

MISDATING of bills of lading has recently been denounced quite vigorously by the Interstate Commerce Commission and warning given railroads to the effect that such misdating will hereafter be considered a misdemeanor under Section 20 of the Interstate Commerce Law and that those making such false entries hereafter will be prosecuted criminally. Consignors having contracts to fill have often found it an easy matter to induce the local station agent to date back bills of lading which would permit them to fulfill their contract. The abuse of this privilege has naturally hastened the remedy.

DELAYED reinspection of grain upon arrival at unloading elevator, a practice now tolerated in Minneapolis, Omaha and Kansas City, is receiving the earnest attention of many shippers, but is not meeting with half the protests which it will unless soon discontinued. Shippers are not always quick to protest against sharp practices of this character, but the injustice of trying to force shippers to guarantee the quality of their grain thru all eternity is so marked that some day all will rise as a man and avoid the market which persists in requiring them to be responsible for the quality of grain once owned by them because a buyer saw fit to hold it in car so long it spoiled.

LIVING up to the letter of contracts was at one time quite unusual in some sections of the grain trade unless it was advantageous to do so. However, a marked change has taken place in the trade and every one identified with it is more willing than ever before to abide by the letter and spirit of their contracts regardless of the cost. Trade ethics are on a higher plane than ever before and we are indeed glad to give space to the praise tendered Illinois shippers who abide by their contracts by one St. Louis buyer, who last October purchased large quantities of corn at a low figure.

ALL western roads are badly congested and handling freight slowly. Few seem to have enough motive power to care for their traffic. More complaints are filed against the C. M. & St. P. R. R. than any other, probably due to the fact that its motive power and rolling stock has been spread over several thousand miles of new track. Elevator men of Minnesota have appealed to the governor and to the railroad commission for relief because their elevators are full and they are unable to ship any grain. Fortunately the weather has been favorable to the keeping of the grain even tho it is held in elevators and box cars.

SEVERAL bills have been introduced in Congress placing all grains and foodstuffs on the free list. This is the natural result of holding on the farm, in cold storage and in elevators. The consumers will not long be willing to be held at the mercy of the speculators. Farmers are holding so much grain that when they do start to market it prices will be very likely to drop and they will then make one grand rush to sell. While it is not likely foodstuffs will be admitted free a general selling by the farmers may bring about a slump. Country elevator men who have large stocks cannot afford to hold same long unhedged.

MISGUIDED farmers who overlook the great service rendered the producers and consumers by the grain exchanges of the world continue to adopt resolutions denouncing men who "speculate in grain," overlooking the fact that farmers thruout the land are holding more grain for a rise to-day than ever before. Not because they know the grain is worth more, but because they expect the market price to be higher. When men are denied the privilege of buying a commodity and holding it for a rise in the market then will the farmers be deprived of an ever ready market for what they produce and when they do sell they will have no positive knowledge that they are being paid what their grain is worth. The grain exchanges constitute the most potent factor in affecting the economical marketing of the farmer's grain. They equalize prices throughout the crop year in the markets of the world.

THE DISTRIBUTION of cars among the eager shippers of the west has developed a new phase of an old abuse. Some shippers, thru the intercession of friends, who apply for cars, succeed in getting more than their share while their competitors are left out. Thus the shrewd shipper is able to forward enough grain so that he can make room in his elevator to buy more from farmers, while his competitor with a full house and no cars is shut out of the market. This is not fair and of course will react upon the firm indulging in the practice.

MICHIGAN elevator men seem to suffer even more than elevator operators of Ohio and elsewhere from scoop shovel competition if the report of Sec'y Cash of the Bean Jobbers' Ass'n published in this number reflects the conditions in all the surplus produce sections of the lower peninsula. So many farmers and receivers have been imposed upon by these irresponsible transients that itinerant peddler restrictions, regulations and licenses are being provided by some state legislators which will have a tendency to check the shysters, but will not give entire relief to the regular elevator operators.

THE CENTAL SYSTEM has a staunch champion in Mr. Mennel, a miller of Ohio, principally because some millers are selling short weight packages. Some states provide that 192 lbs., shall constitute a barrel of flour, while most of them insist that 196 lbs. be required. All this detailed regulation is unnecessary and confusing. If all the pure food, drug and feed-stuffs laws would be repealed and laws enacted requiring every person who puts up any commodity in a package to mark in large plain type on the outside of package the exact weight and contents, then provide a very heavy fine for the man who misbrands, it would place the burden of deception on the swindler and avoid taxing the man who ever strives to deliver exactly what he sells.

CHICAGO'S Chief Grain Inspector did not tell the Kansas City convention this week of the advantages of office inspection over track inspection, but he sent a letter defending the new system, which was incorporated in the secretary's report. While it is natural for every man to stand up for his own innovations it cannot be overlooked that no market, which has adopted office inspection in grain, has gone back to track inspection. The inspectors who pass finally on the quality of the grain work under uniform conditions of light and heat and every convenience is at hand for determining the color, moisture, dirt and test weight. They also have the advantage of conferring with one another over the quality of line grade samples so that the grading of a department should be more uniform even tho each inspector be not confined to one kind of grain.

COMPENSATION for grain doors can often be obtained through application for reparation to the Interstate Commerce Commission. Some shippers losing patience with dilatory carriers have brot suit for expenses incurred in providing grain doors and repairing cars. Grain shippers are fully entitled to cars which can be depended upon to deliver all their grain at destination in good condition, and it should not be incumbent upon them to accept cars which will leak or admit thieves, rain, sleet or snow. A shipper of Union, Neb., who has successfully sued the Missouri-Pacific for compensation for grain doors, has not been able to collect altho judgment has been granted. It does not seem probable, however, that any railroad can or will attempt to deny shippers any expense incurred in placing rolling stock in fit condition to receive their grain. However, it behooves the shipper to keep a detailed statement of time, labor and material used in preparing each car with all dates and evidences necessary to prove claim. Indifferent statements regarding expenses incurred will not be recognized by any court and are not likely to be considered by the Interstate Commerce Commission.

DOCKAGE FOR SHRINKAGE.

Dockage from claims to allow for so-called "natural shrinkage," even tho for but a small percentage, is not justified by the facts; hence, two western roads have refused to abide by the decision of the Western Freight Traffic Ass'n in insisting upon such dockage. If grain will shrink naturally in transit thru a hot dry atmosphere, it will just as naturally take on weight in transit thru a heavy damp atmosphere. The laws of some states require carriers to deliver the full amount of grain received for shipment and if shippers are alive to their own interest they will make an effort to have all states adopt specific laws requiring the delivery at destination of freight loaded into the car of carriers for transportation.

The injustice of docking claims for loss in transit is so apparent as to make this picayune demand of the claim agents ridiculous. If one-half the claim agents now employed in settling grain claims were set to work ferreting out the causes of such losses and the correction of the trouble such losses would be greatly reduced. Grain shippers everywhere are in continued conflict with local station agents who persist in tendering old worn out cars, absolutely unfit for the transportation of grain. Shippers spend much time, material and labor in an effort to repair the cars and in an effort to convince the railroad officials that such cars are unfit to load grain into, yet the operating department, having no interest in the shipper, tells him to take what is offered or go without, and after one-half his grain has leaked out the old box he is asked to wait forever for the payment of the claim and then allow a percentage for so-called "natural shrinkage." What next?

RAILROADS AND PUBLIC SENTIMENT.

The appeal of the Freight Claim Agent of the Missouri Pacific Ry. at the meeting of the Kansas Grain Dealers Ass'n this week for fairer consideration of the rights of the railroads and of the interests of those dependent upon them (the employes and bondholders) will no doubt stir the hearts of long suffering grain shippers to pity.

Mr. Tustin overlooks and forgets the many wrongs being heaped upon the shippers under the guise of compliance with the Interstate Commerce law. The present law permits railroad officials wilfully to misquote freight rates for the purpose of securing shipments, yet requires them to collect the legal rate even tho they fail to discover it for years thereafter and protects them against any liability for damages due to such misquotation of rates.

Even tho the payment of the legal rate will force the shipper into bankruptcy no relief is specifically offered by the law. The railroads have increased the number of their tariffs so rapidly that it is next to impossible for even a rate expert always to determine accurately what a rate on a given commodity between two points is. Few shippers get all the tariffs issued and no one is supposed to have them all except the Interstate Commerce Commission, which makes no effort whatever to assist the shipper to a knowledge of what the legal rate is. In other words, the law places the burden of knowing the legal rate upon the shipper, and the railroads by their confusing, complicated and contradictory tariffs make it next to impossible for any one to determine the legal rate.

The Interstate Commerce Commission only recently has censured the railroad companies most severely for delay in settling honest claims and the Missouri Pacific is one of the worst offenders to be found anywhere. Frequently have we published complaints of shippers against it for poor service and delay in payment of claims. In "Letters from Dealers" this number will be found a complaint of a shipper whose grain was burned with a burning bridge long ago yet he is unable to secure the payment of his claim and if ever it is paid he will be asked to reduce it to allow for so-called "natural shrinkage." The Missouri Pacific is another one of those penurious carriers, too stingy to provide grain car doors for shippers and too niggardly to allow a compensation to shippers for material and labor used in their construction.

Altho the courts have frequently decided that cars must be in fit condition to receive freight, else carrier will be held responsible for all losses, suffering shippers are getting very weary of the plaintive pleading of selfish advocates of railroad interests who do not hesitate to threaten dire calamity to the entire coun-

try, unless the shippers shall be willing to sacrifice their business to the greed of the carriers and cease their persistent call for more legislation. The business of the shipper is not sufficiently prosperous to stand the great demand upon it made by the railroad companies in the name of the law, and even tho shippers in business today may neglect to demand relief their successors will insist upon new conditions which will make permanent business success with them possible.

The many abuses forced upon the grain shippers of the country thru the medium of the Uniform Bill of Lading also need correcting, but first of all railroad companies should be required to quote freight rates in writing and be penalized double the amount of their error whenever made. Public sentiment must be expected to be against carriers and other public servants until the interests of patrons are treated equitably and fairly.

BOOKKEEPING FOR COUNTRY GRAIN ELEVATORS.

Country grain buyers who use modern books to facilitate the work of keeping a correct record of each business transaction find that a simple set of books not only reduces the work needed to keep track of their business but prevents errors and thereby enables them to avoid disputes and misunderstandings with their customers.

In order to care properly for a business of any volume the records of each transaction must be systematically recorded so as to enable the dealer to turn quickly to his accounts and make clear to patron or court his intention as to each transaction. The dealer who fails to keep an accurate record of his business is often thrown into bankruptcy before even he suspects insolvency. The progressive dealer of to-day not only has books which enable him to keep a true record of each purchase, each shipment and each sale, but also a record which will disclose the true status of his business at any time.

A few account books may require a small investment and some labor, but their value to the business is incalculable. No present day dealer can afford to be without them. They help to convince those who visit his office that he is doing a volume of business, which precludes the possibility of his keeping track of each transaction in his head, and also that his books keep him posted as to exactly what he is doing. In other words he knows his business and commands the respect of visitors.

JUST as heretofore in car famines the present congestion will result in many losses and many long drawn out law suits. Shippers who have much at stake will do well to put all their transactions in writing and keep letter press copies of their communications to the railroads and others with whom they have dealings. When you order cars order them in writing and send letters to the general freight agent and the traffic manager when you fail to get the cars promptly. Keep after the head officials persistently until you get what you need.

Protest Against State Weights at East St. Louis, Ill.

With a petition asking that the Illinois Railroad & Warehouse Commissioners dispense with the weighing of grain at East St. Louis and surrender this work to the St. Louis Merchants Exchange, a committee from that body appeared before the board at Springfield, Ill., Feb. 8, supported by a delegation from the Illinois Grain Dealers Ass'n and also the Southern Illinois Millers Ass'n.

J. L. Wright, of St. Louis, Mo., addressed the board, pointing out very concisely that owing to the inadequate facilities employed by the state the Merchants Exchange was forced to oversee the weights at a very heavy expense. While the state employs a weighmaster, the exchange also employs men to check up incoming trains and oversee the unloading, as well as a man on top to oversee the weighing.

This system of weighing entails unnecessary expense upon the shippers. The country shippers are unanimously in favor of waiving the weighing of grain at East St. Louis in favor of the Merchants Exchange. Mr. Wright also read a communication from Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n, which supported his statements from the country shippers' standpoint.

T. B. Morton, of St. Louis, remarked that in addition to the expense entailed, the receivers were often placed in a very embarrassing position when charging double weighing fees to the account of a new shipper.

S. W. Strong, Sec'y of the Illinois Grain Dealers Ass'n, read the resolution passed by the Illinois Ass'n at its last annual convention, a copy of which was delivered to the board, as follows in part:

In relation to the weighing of grain at East St. Louis and Venice, Illinois, your committee begs leave to state that at the convention of the Illinois Grain Dealers Ass'n in Peoria, June 15-16, 1909, there were registered in attendance 467 dealers in grain.

A copy of the proceedings of said convention is herewith presented and your attention is asked to the resolution in relation to weighing grain at East St. Louis and Venice on page 32. On pages 36, 37, 38 and 39 is a printed list of those who were in attendance with their postoffice address.

The resolution is supported by the unanimous vote of the annual convention of the Ass'n, by the pres. and directors of the Ass'n.

The trade is educated and understands exchange weights. Chicago has an ideal system of Board of Trade weighing to which the entire grain trade of the whole country points as an object lesson. Shippers ask of every terminal market thruout the country that they may have as good and accurate weighing as is furnished at Chicago.

Your committee representing the grain dealers of the state of Illinois petition that the trade may be relieved of the unnecessary charge in weighing as at present in vogue at East St. Louis and Venice, believing that your honorable body do not desire to unnecessarily burden the citizens of Illinois.

Mr. Strong also submitted letters from many large grain dealers in Illinois and adjoining states who ship to East St. Louis, sanctioning the action of the delegation, laying stress upon the facts that the present system is unjust, not only to the shipper but the farmer, and stating that their shipments to East St. Louis were regulated by the double charge system. This eliminated they will ship more grain to that point.

W. E. Meek, of Marissa, Ill., representing the Millers Ass'n, stated that a resolution similar to the one passed by the Illinois Grain Dealers Ass'n was passed by the millers at their last meeting. Speak-

ing in the interests of his firm, Mr. Meek stated that they were forced to submit to this charge both ways, since they were buyers and shippers.

E. M. Wayne, of Delavan, Ill., suggested that the system at East St. Louis should be placed on the same basis as at Chicago, where the Board of Trade superintends the weights.

The delegation retired with the assurance that the board would act upon the petition at its earliest convenience.

By special appointment Gov. Deneen received the delegation informally for a few moments. The governor was of the opinion that anything unreasonably unjust should be remedied, but not being thoroughly advised as to the conditions at East St. Louis did not care to commit himself.

Among those present were: J. L. Wright, St. Louis; T. B. Morton, St. Louis; G. D. Montelius, Piper City, Ill.; S. W. Strong, Pontiac, Ill.; H. I. Baldwin, Decatur, Ill.; W. C. Darnall, McLean, Ill.; Edwin Beggs, Ashland, Ill.; Ira F. Twist, Rochester, Ill.; W. E. Meek, Marissa, Ill.; E. M. Wayne, Delavan, Ill.; I. N. Hairgrove, Virden, Ill., and J. H. Lloyd, Springfield, Ill.

Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

Mo. Pac. 15049, east bound, passed thru Oakville, Ia., Feb. 8 leaking mixed corn at sheathing; opening had been stuffed with waste.—Farmers Grn. Co., W. A. Pegram, mgr.

C. & N. W. 85240, loaded with white corn, set out at Pana, Ill., Feb. 2, leaking at king bolt; think it will be repaired in Pana yards.—James F. Umpleby, Pana, Ill.

C. & O. 21672 passed thru Westport, Ind., Feb. 1 leaking wheat at drawbar; train did not stop.—F. S. Tyner, Tyner Grn. Co.

P. & R. 15509 eastbound, loaded with corn, arrived at Niles, Mich., Jan. 28 leaking badly; train was stopped and car repaired by railroad company.—Niles Grn. Co.

S. A. & A. P. 7367 and Lehigh Valley 8830, loaded with white corn, south bound on Chicago & Alton, badly wrecked Jan. 24 at Delavan, Ill. Corn was transferred to other cars.—Farmers Eltr. Co., per T. G. Tomm, mgr.

Texas Pacific 8279 passed thru Riggsville, Ill., Jan. 19 leaking white oats thru side of car, about 2 ft. from door.—B. F. Green, Oakes & Green.

A. T. & S. F. 23814, east bound, passed thru Orlando, Okla., Jan. 17 leaking wheat around draw bar.—P. J. Meagher.

B. & M. 47359 passed thru Westport, Ind., Jan. 18, leaking corn badly at grain door; train did not stop.—Frank S. Tyner, Tyner Grn. Co.

A summary of the midwinter hay situation has been compiled by Bridge & Leonard, covering the states shipping heavily, and showing that 60 to 80 per cent of the hay has gone forward.

A report on the taxation of exchange transactions was submitted to President Taft Feb. 4 by Herbert Knox Smith, commissioner of corporations, who said he was at a loss how to "eliminate the evil and retain the good" of the transactions in futures, and that "If a tax law should be so framed as to distinguish between future transactions which are beneficial, which give the fullest play to the laws of supply and demand, and those transactions on the other hand which are carried on under a false and uneconomic system, much good probably would result."

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

EXCHANGES SHOULD ADVERTISE MERITS.

Grain Dealers Journal: The articles in the Journal warning shippers against consigning to non-members of exchanges are both timely and to the point. Undoubtedly we should all show more interest in this matter and so advertise the merits of our exchanges that such occurrences would cease entirely.—Home Grain Co., Kansas City, Mo.

CONFINE DEALINGS TO EXCHANGE.

Grain Dealers Journal: We have noticed the articles in the Journal on Consigning to Non-members and all that we have to say is that in consigning grain shippers should confine their dealings to members of the exchange where they ship grain to a terminal market. Consigning grain to non-members does not appeal to us at all.—Wolverine Grain Co., Battle Creek, Mich.

FREE STORAGE IS A MISTAKE.

Grain Dealers Journal: We consider free storage a mistake. It causes dissatisfaction among the farmers and is an annoyance to the grain dealer; and if the market happens to drop there will be much trouble because you have the grain in your possession. It is very seldom we store grain. When we do we charge 1c per bu. per month after the first 30 days. We don't want it.—T. J. Hughes, Hughes Lbr. & Grain Co., Brooklyn, Ind.

RECIPROCAL DEMURRAGE!

Grain Dealers Journal: As you have doubtless noticed in recent press reports, the Supreme Court has decided that the reciprocal demurrage Law passed by the Legislature of 1907 and going into effect July 1st of that year is valid.

Under this law the Railroads are required: (1) to furnish empty cars within 72 hours at country points and within 48 hours at terminal points; (2) to move loaded cars at an average rate of 50 miles for each 24 hours, after making one day's allowance from date of bill-lading; (3) to place loaded cars upon delivery track within 24 hours after arrival at destination.

In this connection, it is well to note that while the Railroads can claim exemption for delay occasioned by a strike, among other causes, the switchman's strike and tie-up resulting was declared ended by the Officials of the Railroads on December 4th, and therefore there could be no defense of that sort interposed for claims arising since that time. In our judgment, the carriers are liable to shippers who can show that on any shipment made by them, this Law has been violated in any of the respects above mentioned; and if they will tabulate their claims, showing the date they filed orders for empty cars, the date on which same were furnished, and the car number, con-

tents and destination of delayed cars, and wherever possible, the original shipping receipts and expense bills, and any other papers pertaining to the shipment or showing any of the facts, they can enforce collection of their claims.—Minnesota Shippers & Receivers Ass'n, Geo. S. Loftus, Commissioner.

BIDDING RESPONSIBLE FOR ABUSES.

Grain Dealers Journal: It is most astonishing, that with all the warnings published, and distributed broadcast, that people will continue to allow themselves to be "buncoed" out of hundreds of dollars, to save a few dollars in commissions.

We know from experience that there are many reliable firms that will give their customers a "square deal," and charge only a reasonable commission for their service.

We believe that the system of "bidding" is largely responsible for many of the abuses that exist, and contend that when country dealers have grain to sell they should put a price on it, or consign it to a reliable firm to be sold at the market.—Loudon & Co., Cincinnati, O.

HIGHER BIDS FROM IRRESPONSIBLES A TRAP.

Grain Dealers Journal: We cannot understand how "Fly-by-Night-Receivers" manage to have business entrusted to their care. We have no sympathy for anyone, who has been in the country grain shipping business any length of time, that will take such chances; for he certainly must know of reputable dealers in the markets to which he ships. If he is new in the business he can easily get a list of members from the Secretary of the exchanges to which he expects to ship.

No reputable person is likely to engage in the grain business at a market center without associating himself with the exchange doing business there—and even if he did, and were financially responsible, he could not give the service afforded by the competition found in the exchange. No one in a regular grain market can give proper service and get full benefits of all competition in that market on consigned grain, unless he is a member of the regular exchange in that market.

Grain exchanges are organized for the purpose of affording the greatest protection possible to people patronizing the markets and at the same time giving to them the full benefit of having all the competition congregated, where all phases of it can be reached, in the least possible time, by the commission men who make it their business to keep posted on who is in the market at different times for the different kinds and grades of grain.

If sales to arrive are made, anyone, with sense, ought to know that people regularly engaged in the grain business will come nearer bidding the market value for grain than some "unknown." By market value we do not mean highest prices. Higher bids, from irresponsible persons, sometimes lure dealers into making sales that later prove a trap, such as mentioned in the Journal.

There is no necessity—neither is it good business, for dealers to make shipments other than "shipper's order." Then the B/L properly endorsed should be attached to the draft, which, of course, would be delivered only on payment of the draft.—Murphy Grain Co., Kansas City, Mo.

ELEVATOR MANAGEMENT—COMPETITIVE OVER-GRADING.

Grain Dealers Journal: The overgrading of grain by competing buyers, in a number of places where the price margin is wide, should be abolished. The practice of grading grain No. 1 when it is a certainty that the Inspector's grade will be No. 2 or possibly No. 3, does not afford the buyer any credit and often works a great disadvantage. The Commission Merchant handling grain from a buyer who is in the habit of overgrading, cannot depend upon his grades, sell in advance of arrival and guarantee quality.

It is much better to buy on a narrower margin and place the grade on the grain exactly as it is found to be by testing it, thus inducing the farmer to raise better and cleaner grain and enabling him to learn the grade of his own grain, instead of leading him to believe that he cannot raise other than No. 1 wheat and flax, meanwhile keeping up your reputation as a grain buyer and lessening your competitors' chances of overbidding.

There is a limit to all things and it is a certainty that many buyers are reaching the limit in high grading. It is also a known fact that the farmer has, for the past three years, received full value for his grain.

It is the writer's opinion that all buyers should stick close to their grades and if any competing is to be done let it be done on the price. It will soon establish a basis and will be much more satisfactory to all concerned.—Yours very truly, M. F.

UNREASONABLE DELAY IN PAYING CLAIMS.

Grain Dealers Journal: I was very much interested in the Letters from Dealers in the Journal for Jan. 25 and especially the letter written by Fred L. Cressey, of Boston, Mass. This coincides with my views of the matter and I will say, as he does, that it is agitation that is needed by grain dealers and shippers to bring about some ruling or law compelling prompter settlement of claims for loss or damage.

Our elevator is situated on the line of the Mo. Pac. R. R. and this is the road we have to contend with for shortage or loss of grain. Of all the freight claim agents those of the Mo. Pac. R. R. take the lead. On Oct. 2, 1908, I loaded a car with 1,560 bus. of the nicest white corn I had ever loaded and billed it to Omaha. About a mile north of our station the train ran into a burning bridge and the corn was burned. As yet the road has not made settlement nor does it show any disposition to do so. Our loss is \$858. Had the railroad kept the grass and weeds cut on its right of way our car would not have been burned as the bridge fire was the result of burning weeds ignited by a locomotive spark from the train ahead of that carrying our corn. Therefore we think we should not stand this loss.

We are of the opinion that if there is no way at this time to compel a railway company to pay such a loss it is high time there was a way arranged for such compulsory action. I would say to all my fellow shippers, let us all get together and see if we cannot do something to remedy this wrong. If our merchants, farmers and business men generally carried on their affairs in as slack a man-

ner as the railroads all would soon be wrecked.

About a year ago I loaded a car of corn for St. Louis and billed it out in plenty of time for the local train. The local came and went without taking my car and I went to the agent to investigate. His excuse was that the train men were in a hurry to get thru that they might go to a play that night! Fortunately, on this car I did not lose anything as I had it consigned and corn went up.

Last June I loaded a car of wheat for Omaha and had it billed out two hours before the train was due. The train pulled thru and let my car set. I went to the agent to see why it did not go. "Oh," said he, "I forgot about your car." I lost 3c a bushel by the delay of that wheat. Now, who should pay this loss? The agent has had several stories to tell about it since but so far I have received nothing for my loss.

I trust it will be possible for Mr. Cressey and others to join in remedying at least this one evil.—W. B. Essick, mgr. Manley Grn. Ass'n., Manley, Neb.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

TABLE WANTED CONVERTING BUSHEL PRICE INTO PRICE PER CWT.

Grain Dealers Journal: We would like to learn of a table showing the cost per cwt. at so much per bushel, covering wheat, oats, barley and rye.—Beebe Grain Co., Butte, Mont.

RECOVERING FOR SHORTAGES IN WEIGHTS.

Grain Dealers Journal: Has a commission man of Chicago the right to have car of corn transferred from C. & A. to C. R. I. & P. and weigh over its track scales? Is that kind of weight official? Has Mr. Foss charge of all the weighing in Chicago, officially?

I received a car of corn short 3,920 lbs. As it was weighed over two sets of scales here I know something must be wrong. I supposed all commission men had to have their weighing done by Mr. Foss.

Every car that this concern has handled has been short. On straw it has been short from one to two tons per car.

Can I collect shortage from a railroad company without official certificates or should commission men be held accountable?—R. C. Cox, Sherman, Ill.

Ans.: The commission merchant is your agent and has a right to sell your property as in his judgment will net you the most profit, all things considered. If the party who had the poor scales made a much better offer for your shipment than other buyers your commission merchant naturally would be reluctant to refuse the high bid. H. A. Foss, as chief weighmaster of the Chicago Board of Trade, issues the only official weight certificates, and if you instruct your

commission merchant to demand official certificates you will get them. Your collection of shortage depends more on the evidence you can produce that your own weights were correct, by affidavit and otherwise. The weight certificate on the car in question is not official, but issued by the Railway Weighing Ass'n and answers for a claim against the road.

HOW TO GET STEADY POWER FROM INTERURBAN LINE?

Grain Dealers Journal: When we have all the machinery in the elevator running as when shelling and elevating corn and are using the full power of the electric motor, we find that when the heavy interurban car passes our station the power drops off and the machines come to a stop. We take our electric current from the railroad trolley wire. After the car has passed we have some trouble getting started again; and we would like to know if there is not some remedy. Any suggestion thru the columns of the Journal will be appreciated.—Interurban Shipper.

WHERE IS TILE MADE FOR TANKS? ARE TILE BINS SATISFACTORY?

Grain Dealers Journal: We would like very much to learn the experience of other grain dealers storing soft winter wheat in concrete, tile or wood bins.

We know the disadvantages of wood, having lost storage bins and contents by fire. Are tile bins satisfactory? Does concrete sweat like steel? We would like to know of firms near here who are using the different storage. What are the addresses of the firms nearest here who manufacture hollow tile for grain storage tanks?—Jesse J. Culp, Warrensburg, Mo.

Ans.: Many users of tile bins are pleased with them. Concrete does not condense moisture as easily as steel, but "sweating" is not now considered so objectionable as when steel storage was new. The hollow tile is made by different firms along the bed of clay suited to their manufacture and found between Chicago and Terre Haute, Ind.

Grain Dealers Journal: I believe we can give you no better information than to quote from a letter which we have received from the Quaker City Flour Mills Co. of Philadelphia, which is as follows: "In answer to your inquiry as to how grain keeps in our concrete tanks will say that while we are not in a position to explain the cause we must admit that damp wheat improves in condition while in our concrete tanks and improves much faster than it did in the old crib bins. It was an accident that brought this fact to our attention and we experimented all last fall and found in each and every case that grain came out in better condition than when it was put in. While we do not care to go on record as to the cause of this it still remains a fact and we would be pleased at any time to furnish you a letter bearing out the same."

It is useless to add that concrete bins do not sweat and it is our candid opinion that there is no better construction known for the safe and perfect preservation of grain than concrete.

As to where tile suitable for tile tanks could be manufactured will say that these can be secured in Terre Haute, Indiana, or St. Louis, Mo.—James Stewart & Co., W. R. Sinks, Mgr.

New President of the Philadelphia Commercial Exchange.

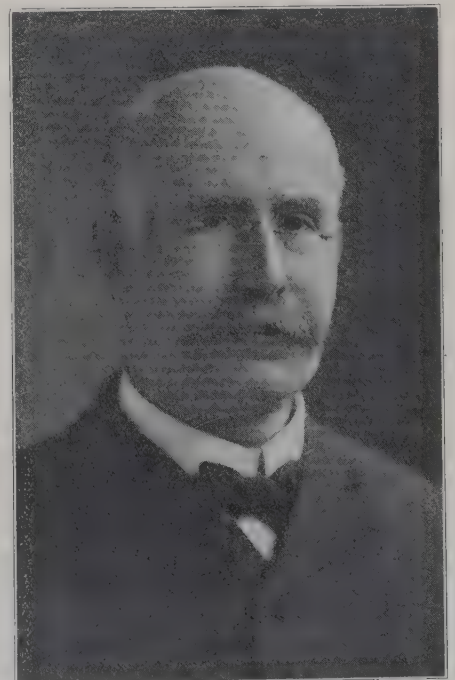
At the annual election of the Philadelphia Commercial Exchange, held Jan. 25, Samuel L. McKnight, of the firm of Robert McKnight & Sons, was elected president. Mr. McKnight represented the so-called conservative element in the Exchange and his majority over Samuel F. Scattergood, the "radical" candidate, was 40.

Mr. McKnight, a portrait of whom is presented herewith, is a veteran member of the Commercial Exchange, having been connected with that important body since 1875. He was born in 1851 and is a son of the late Robert McKnight, widely known among the old time grain and flour men of Philadelphia and the founder of the firm of Robert McKnight & Sons.

The present head of the Commercial Exchange entered the grain and flour trade in 1866 and has continued in it since, associated with his father and brothers. He has previously served the Commercial Exchange as vice-president, director, chairman of the grain committee and member of other important committees.

In accepting the office of president Mr. McKnight said that the result of the election showed that the members desired a change of administration but also admitted that the fight was hotly contested until the last vote was polled. He stated also that he deplored the factional strife in the body and urged the union of all members for the good of the Exchange and the city.

President McKnight is of a very modest temperament but his long and varied experience in commercial life make him an authority much in request in his native city. He has announced his platform of principles in the administration of the affairs of the Commercial Exchange as one of "conservative progressiveness," the uniting of all factions and the future improvement of the trade in all lines.



S. L. McKnight, Philadelphia, Pres. Commercial Exchange.

Annual Meeting Council of North American Grain Exchanges

The annual meeting of the Council of North American Grain Exchanges was held at the Grand Pacific Hotel, Chicago, Feb. 7 and 8, the first session being called to order at 10:50 a. m. Monday by Pres. S. P. Arnot, who said:

We invited 27 exchanges to become members of this council and three days ago we got a majority, 14. The Exchanges which have become members of the Council are: Chicago Board of Trade, St. Louis Merchants Exchange, Kansas City Board of Trade, New York Produce Exchange, Toledo Produce Exchange, Omaha Grain Exchange, Minneapolis Chamber of Commerce, Duluth Board of Trade, Baltimore Chamber of Commerce, Buffalo Corn Exchange, Memphis Merchants Exchange, Milwaukee Chamber of Commerce, Montreal Board of Trade and Philadelphia Commercial Exchange.

There has been some disappointment expressed over the fact that we did not secure a larger membership. I assure you that I have done all that I could to secure all the important markets. I felt it was wise not to urge, as unwilling members might not be a benefit. The main thing to be considered is permanency.

One thing I urge is the necessity of coming in to stay and not with feeling that if some resolution is adopted that does not meet with your approval you will withdraw. Some have not joined because they believe that resolutions will be adopted that they would not approve. I hope you start in the council to stay and that you will not feel affronted if you do not secure the adoption of every policy you hoped to secure.

The executive committee has prepared a draft of the constitution and by-laws and I have sent copies to all Exchanges with mimeographed copies of the minutes of the Nov. 15 meeting. I see many changes myself that could be made in this draft—some important ones. I suggest that the order of business be the consideration of the constitution and by-laws as prepared by the executive committee.

On motion by C. W. Lonsdale the roll was called, showing the following delegates and representatives of exchanges present: S. P. Arnot, W. N. Eckhardt, Chicago; M. W. Cochrane, pres., N. L. Moffitt and Bert Ball, St. Louis; E. L. Camp, pres., H. L. Goemann and K. D. Keilholtz, Toledo; C. W. Lonsdale, pres., F. G. Crowell, Kansas City; John R. Marfield, A. H. Poehler, Minneapolis; S. H. Jones, pres., A. W. Frick, C. F. McDonald, sec'y, Duluth; Chas. Kennedy, Buffalo; W. M. Bell, pres., Clark Fagg, Milwaukee; Jos. Quintal, pres., Jas. Caruthers, Montreal; W. M. Richardson, Edmund E. Delp, Samuel L. Knight, pres., Philadelphia. Having been delayed the following arrived later: F. S. Cowgill, pres., E. P. Peck, Omaha; E. Pfarrius, L. W. Forbell, New York; Eugene Blackford, Jr., Baltimore.

W. M. Bell: I move that we consider the constitution and by-laws by headings. Carried.

F. G. Crowell: There should be some understanding of the rights and powers of the delegates, and what is the binding effect on their exchanges. Is our action

here in the nature of a recommendation or is it mandatory?

S. P. Arnot: At the November meeting the formation of a federation that could bind was suggested, but I never could see how it could be possible. A federation would be impossible. There is no possible way by which the Chicago Board, for example, could delegate power to commit its membership in advance of an actual vote by the members. It would necessitate a reorganization of all the exchanges in the country. It could never be done.

We can discuss matters before the trade. We can adopt resolutions which will go a long way toward obtaining action by the various exchanges.

The trouble has been in the past not that we differed so diametrically but that we had no machinery by which to get together. The united wisdom of the exchanges must have an influence upon you and should win over your exchange to measures that could not otherwise be carried.

M. W. Cochrane: I move the preamble be adopted.

Clark Fagg by a motion regarding the clause for settlement of controversies started a long discussion by other delegates on the question of arbitration by the Council.

Chas. Kennedy: I hope the provision for arbitration of controversies will remain. It will secure for you the co-operation of many exchanges.

F. G. Crowell: Mr. Kennedy is right, there should be some uniformity.

W. M. Richardson: I think it our duty to provide this machinery for settlement of differences between members of different exchanges.

N. L. Moffitt: It is clear that we can not bind anybody.

F. G. Crowell: I suggest a uniformity in settlement of trade disputes. This Council can recommend a uniform rule.

W. M. Richardson: We should provide the machinery.

The membership section of the constitution was approved with one amendment.

W. M. Bell: I move that the paragraph on arbitration be not adopted.

W. M. Richardson: This is one object which our exchange very much desires.

J. C. F. Merrill: If we had one committee to hear disputes from all parts of the country it would be very much overburdened with work.

Chas. Kennedy: I suggest that Bell and Merrill be appointed a committee.

E. E. Delp: I suggest that a large fee be set for arbitration.

John R. Marfield: It seems to me that it should be in the hands of the executive committee to appoint the arbitrators.

C. W. Lonsdale: I move that this paragraph be passed.

W. M. Bell, J. C. F. Merrill and Chas. Kennedy were appointed a committee to prepare a substitute paragraph on arbitration.

S. P. Arnot: I was authorized to appoint a sec'y but did not. The funds have not been drawn upon and are intact. I have incurred some expense and will send in a bill. Little will be accomplished

in an effective way unless you have a central office.

E. Pfarrius: I don't see that you can do anything with less than \$4,000.

S. P. Arnot appointed H. L. Goemann, F. G. Crowell and A. H. Poehler a committee on additional new paragraphs of the by-laws.

Adjourned to 2:30 p. m.

Monday Afternoon Session.

S. P. Arnot read the report of Chas. England to the Baltimore Chamber of Commerce on the Council of Grain Exchanges meeting of last year which he had attended as the representative of the Baltimore Chamber of Commerce of which he was pres.

H. L. Goemann, chairman of committee on order of business reported the following order for future meetings: Call to order. Reading of minutes. Hearing of reports. Election of officers. General business. New business. Adjournment. Carried.

C. W. Lonsdale moved the election of the old officers.

S. P. Arnot: I ask that no one suggest my name in connection with any office in the Council. It is quite out of my power to serve as pres. any longer.

H. L. Goemann moved that a committee of five be appointed to present nominations for officers at the next session. Carried.

S. P. Arnot: Chas. D. Jones has resigned, Nashville having failed to come into the organization.

W. M. Bell reported for the committee a paragraph providing for arbitration as published elsewhere. Adopted.

L. W. Forbell: What will be the working of this arbitration rule?

W. M. Bell: It will be voluntary.

W. N. Eckhardt: I move that the hour for closing exchanges on all regular business days be set at 1 o'clock, central time.

S. H. Jones: I suggested that in September and found on correspondence with others that 6 exchanges favored it.

Chas. Kennedy: We ought to begin at a definite time.

W. N. Eckhardt: Let us begin May 1.

C. W. Lonsdale: Our action was that we would recommend if other exchanges concurred.

Unanimously carried.

John R. Marfield: The Minneapolis directory is favorable.

H. L. Goemann: If Chicago closed at 1 o'clock all the other exchanges would, depending on the Chicago quotations.

W. N. Eckhardt: If we put a definite proposition before our exchange it would probably carry.

S. P. Arnot: I will agree to bring up this resolution before our directors a week from to-morrow.

H. L. Goemann: The Chicago Grain Shippers Club has a form of contract they are sending out. I believe we should take up this matter. I understand nearly all the large shippers have adopted these margin rules. There ought to be a general movement in all markets to safeguard this business.

Mr. Goemann read the rules as published in the Grain Dealers Journal Jan. 25, page 105.

The Chicago trade also has a contract which they send out in duplicate. I recommend that this meeting adopt the same rules.

S. P. Arnot distributed the form of contract as requested by the Grain Shippers Club, which desired that the delegates suggest amendments.

F. G. Crowell: The cash grain men of the country are taking contracts without margin which they would not think of doing were they contracts for futures. The contract of the Chicago Club hardly meets what is desired by the exchanges. It should be a compulsory call. It was the feeling that the various grain exchanges or their sec'y should be the custodians of the fund. I believe nothing can be accomplished unless it is made compulsory and reciprocal. Not to give any market any advantage over any other I believe we should recommend a uniform contract and a uniform margin call.

M. W. Cochran: As far as St. Louis is concerned I do not believe that feasible. We could not get our members to agree to it. A few years ago Henderson, Nashville, Louisville and Cairo agreed to sell on demand drafts, except a few, and we soon found that those few were doing all the business.

E. Pfarrius: New York has had some very sad experiences lately. December contracts were mostly filled, but in January when the corn market went up many laid down. Some people in the west have speculated on our pockets. We bought this January corn and \$50,000 to \$60,000 loss resulted to firms in New York. If we get together and require \$500 on each contract the large firms will gladly do it, the small ones we don't want.

W. N. Eckhardt: It will be extremely difficult to have a compulsory rule. The practice of selling 3 to 5 months ahead has grown. It is a question not what we would like to do but what we can do. The disposition would be to give a line of credit to certain people whom they knew. The evil is the disposition to contract far ahead of the maturity of the grain. The more you trade in the cash and safeguard those transactions the less trade you will have in futures.

Chas. Kennedy moved that the Council approve the cash contract and endorse the margin rule.

W. N. Eckhardt read the rule of the Grain Dealers National Ass'n as to incomplete shipments.

Chas. Kennedy: I think no rule is fair that lets the seller slip out of his contract.

W. M. Richardson: Most of us think this is a matter that should be arranged between individuals and not by the exchanges.

H. L. Goemann: The cash grain business has changed during the past 2 years. It is changing from a hedging business to one of selling cash grain for deferred shipment. This matter should be taken up at this meeting. I move that a committee of 5 be appointed to report a form of contract and a margin call, to-morrow morning. Carried.

Pres. Arnot appointed H. L. Goemann, L. W. Forbell, W. N. Eckhardt, C. W. Lonsdale and F. S. Cowgill.

Pres. Arnot suggested that the committee hear others.

M. W. Cochran: We ought to adopt a rule that we can all agree on. We can not enforce rules when Louisville, Nashville, Memphis and Henderson will not. They have been buying corn up in Indiana and Illinois and they won't demand margin.

H. L. Goemann: We will never effect a reform if we postpone action. If they see the other fellows doing it in the large markets the others will follow. We are not going to hurt anybody if we make it discretionary.

N. L. Moffitt presented a letter from Langenberg Bros. & Co. stating that some

form of margin call should be agreed upon by St. Louis dealers.

F. G. Crowell: If the margin call were approved by this Council we could do some missionary work with the outside organizations. I think we had better proceed and get some action.

J. C. F. Merrill: I was in Washington a few days ago and inquired into the status of legislation inimical to the grain exchanges. I called on Representative Scott and asked him if it was true that the President had arrived at the conclusion that such legislation would be injurious. Mr. Scott replied that Atty.-Gen. Wickersham had pointed out the unconstitutional features of his bill.

Hearings will be given in the near future. I received this morning a reply from Mr. Scott to a communication from the Chicago Board that "The committee will be glad to receive any committee from the Chicago Board. Feb. 9 has been set for beginning the hearings."

It was resolved that a committee of the Council, composed of one or more representatives of each exchange, be appointed to appear before the committee on agriculture.

N. L. Moffitt had the sec'y read the minutes of a meeting held at St. Louis July 9 to consider uniform commission on grain and also uniformity of rates by all exchanges, at which it was resolved that commissions be on a percentage basis of 1 per cent of the sale price, that on the basis of 1c on wheat, rye and barley and $\frac{1}{2}$ c on corn and oats the rates to members be raised from 50 per cent to 75 per cent of the rate to non-members; that a uniform rule be adopted by all exchanges for the rate of interest to be charged on advances.

The question of uniform commissions was passed to be taken up Tuesday morning.

S. L. McKnight: I would like to know what the meeting thinks about grain inspection legislation, and whether the Council would like to have a delegation fight the bills.

J. C. F. Merrill: The legislation is not active in the house but is in the senate. Senator Dolliver has replied that Feb. 8 and Feb. 15 had been set and that he would arrange for a hearing if desired. Congressman Mann promised to advise us of time of hearings by the house committee. Mr. Mann is opposed and it may be that no hearings will be held.

Last year the senate reported out this bill. It never was reported out of the house. I do not fear any legislation of this sort this winter. Several senators stated to me that the bill would be defeated.

F. G. Crowell: I was instructed to bring up the matter of doing away with traveling representatives in the country.

N. L. Moffitt introduced a resolution published elsewhere that a comparative market report for all important exchanges be prepared giving the opening, high, low and close and the prices of cash grains, to be sent out on the wire.

Adjourned to 10:00 a. m. Tuesday.

Tuesday Morning Session.

H. L. Goemann, by request introduced a resolution approving the uniform grades, which was later adopted.

The constitution and by-laws were then adopted as a whole, and as amended follow:

Constitution and By-Laws.

The Grain Exchanges of North America in order to secure uniformity of method, unity of action and intelligent co-operation of membership and general public, to harmonize intertrade relations everywhere.

and generally to promote the welfare of the trade in agricultural products and all those engaged and interested, producer, merchant and consumer; do, by ratification, confirm and establish this constitution of the Council of North American Grain Exchanges.

The name of the organization shall be the Council of North American Grain Exchanges.

Objects—The objects of the organization are to increase the efficiency and extend the usefulness of exchanges trading in agricultural products; to promote uniformity in custom and usage; to facilitate the adjustment of business controversies and differences that may arise between members of the various exchanges; to render enforceable the principles of justice and equity; to encourage the enactment of wise and helpful legislation; to enlighten the general public as to the important service rendered by exchanges in handling agricultural products; to cultivate reciprocal relations between the trade of North America and that of other countries; to obtain by affiliation those greater legitimate advantages unattainable by separate and local effort; and generally to advance the welfare of the grain trade, its allied interests and all those engaged in the production, handling, marketing and consumption of agricultural products.

Membership—The active membership shall consist of any and all exchanges throughout North America, duly approved by the executive committee, trading in grain, or of allied interests, as shall qualify by ratifying this constitution, agreeing to observe its tenets, provisions and regulations; and by payment of the fees and dues as herein provided.

Each exchange on becoming a member shall be entitled to send to the Council two delegates from its own membership, who shall serve for a period of one year and thereafter until their successors are appointed.

An Exchange may withdraw from membership by giving three months notice in writing to the President of the Council, submitted through the Chief Executive Officer of such withdrawing exchange.

Committees—There shall be an Executive Committee which shall consist of the President of the Council, and six other members to be elected from the delegates by a majority vote of the Council. This Committee shall manage and conduct the business of the Council in accordance with the Constitution. Four members of such Committee shall constitute a quorum. The President may, when necessary, take the vote of the Executive Committee by mail.

In case of dispute between members of different exchanges the executive committee shall upon application by all parties interested arrange for the hearing of such cases before a committee of an exchange or a member of this council of which none of the disputants are members; the proceedings to be held under the arbitration rules and regulations of the exchange hearing the case, and such decision shall be binding upon the parties interested.

There shall be an audit committee appointed, which shall consist of three members and whose office shall be to audit and report the financial condition of the Council when called upon by the President or Executive Committee and at the regular meetings of the Council, to report before the close of meetings.

All elective committees shall be filed at the regular February meeting of the Council.

The President shall appoint such other and special committees from time to time as circumstances may warrant.

The officers shall consist of a President, three Vice-Presidents, a Secretary, a Treasurer, and an Assistant Treasurer. All officers except the Secretary and Assistant Treasurer shall be elected by a majority vote of the Council at its regular February meeting and shall hold office for one year and until their successors are elected and qualified.

The President shall perform such duties as usually pertain to the office of President; shall have power to fill all vacancies that may occur in any committee or office; shall be a member ex-officio of all committees; shall in conjunction with the Treasurer or Assistant Treasurer sign all checks and vouchers for disbursements; he may call meetings of the Executive Committee whenever he deems advisable, or on application by 2 members of the executive committee may call special meetings of the Council as circumstances may warrant stating the object or objects for which the meeting is called and he shall call such meeting upon written application of three members of the Executive Committee or of five exchanges, such application to set out the object or objects of such meeting.

The Vice-Presidents shall in the order of their rank, perform the duties of the President in case of his absence or disability.

The Secretary shall be appointed by the President, subject to the approval of the Executive Committee. His duties shall be assigned by the President or by the Executive Committee, or both. The Secretary shall be ex-officio, Assistant Treasurer.

The Treasurer, and in his absence or disability, the Assistant Treasurer, shall in conjunction with the President sign all checks and vouchers of the Council, for disbursements, and have general charge of the funds of the organization.

The Executive Committee shall have power to fix salaries and make such disbursements as are proper and necessary under this Constitution to further its spirit and provisions. All checks and vouchers shall be signed by the President, and the Treasurer or the Assistant Treasurer.

Dues and Fees—All exchanges entering the Council shall pay an initiation fee of \$100 as a condition of membership. They shall pay in addition the sum of \$200 annually as dues, payable at the regular February meeting.

Any Exchange failing to pay its dues within 90 days from the regular annual meeting at which such become due, or which shall fail and after its attention has been specifically called thereto, shall by action of the executive committee cease to be a member of the Council.

Meetings—There shall be regular meetings of the Council twice each year; on the first Monday in February, in Chicago and on the second Monday in September at a place selected by the Council at its February meeting. Meetings shall be convened at 10:30 o'clock in the morning, and meetings may be adjourned from day to day until the business is disposed of.

No exchange shall be entitled to vote at any meeting unless represented by at least one of its delegates in person, who may also cast the vote of his colleague by proxy; but under no circumstances shall a delegate be entitled to cast the vote of a delegate from any exchange other than his own.

Special meetings of the Council shall be called as provided for in this Constitution, and notice in writing of any such meeting shall be given at least six days prior to its date.

A majority of the exchanges which are members, represented by one or both delegates, shall constitute a quorum.

Amendments—This Constitution and By-Laws may be amended by a majority vote of the Council at any regular meeting, or at any special meeting, provided a copy of the proposed amendment has been furnished the several exchanges at least thirty days in advance of such meeting.

S. P. Arnot: Our objects and preamble it has been suggested to me by very many are very laudable. It would be wise to have the constitution printed in pamphlet form and distributed to congressmen and others. This has been suggested by members outside of our organization.

W. N. Eckhardt moved that 5,000 copies be printed and distributed at the discretion of the officers. Carried.

S. P. Arnot read a telegram from Mr. Cochrane who had received a message from Congressman Richard Barthol that "I have arranged with the committee to give the grain exchanges a hearing at any date between the 9th and 16th of Feb."

H. L. Goemann, chairman of the committee, read the report on margin contract, as follows:

MARGINS ON CASH GRAIN.

We recommend that all contracts whatever their form, on cash grain for shipment after thirty days shall contain the margin clause, so that a call can be made at any time during the life of such contract.

On such contracts both the buyer and the seller shall have the privilege to call for margin of five per cent of the value of the property contracted and to cover further market fluctuations based on the market price in the market specified in the terms of the contract until final adjustment of such contract has been made. When the contracts are closed and all settlements made, the margins shall be endorsed for the benefit of the party depositing the same.

Margins must be deposited within 24

hours as provided for by the rules of the various Exchanges.

Legal holidays in seller's or buyer's place of business shall not be counted.

W. M. Bell: It will work a great hardship on the commission merchant unless the customer in the country can be compelled to put up margin; especially at a time when cars are scarce. Corn is now on track in South Dakota which was loaded last December and drafts paid against the cars. A few years ago I had 200,000 bus. of barley sold and the market advanced 40c a bu. and the buyers attempted to call me for margin, which if the rules of our exchange had permitted, would have put me out of business.

H. L. Goemann: It is up to each exchange to make its own rule and all we make is a recommendation. When the rules are drawn for your exchange see to it that they cover all branches of your business.

N. L. Moffitt: I am in favor of the propositions heartily.

Chas. Kennedy: You can not make a margin call effective without making it obligatory.

W. N. Eckhardt: To make effective margins for deferred delivery the least offensive way is to put the rule on the back of the contract. It simply allows a discretion to call a margin from firms you are in doubt about. This is a step in the right direction. Five per cent is a reasonable margin.

E. Pfarrius: What is the use of doing business without security? It ought to be on the front instead of the back of the contract.

The committee's report on margin contract was adopted.

S. L. McKnight read a resolution protesting against federal inspection of grain.

A. W. Frick: The exporters on our Board (Duluth) favor federal inspection.

W. N. Eckhardt: Baltimore has always sent delegates utterly opposed to federal inspection.

S. H. Jones: We don't see why federal inspection should not be as good as Minnesota inspection.

N. L. Moffitt: We are in about the same position as Duluth. We are in favor of federal and against two inspections on different sides of the river. The inspection has improved, in the past year or two, however.

J. C. F. Merrill: State authority over inspection of intrastate grain will absolutely forever prevent federal inspection. Federal authority is nil unless the grain is going out of the state. A federal inspection law would not cure the ills at St. Louis or Duluth. You can not do away with the state inspection. Introduce federal inspection and you have a third disturbing element.

N. L. Moffitt: Not 10 per cent of the grain coming to St. Louis comes from the state of Missouri.

S. H. Jones: If they establish federal inspection at the head of the lakes I guarantee that the demand for Minnesota and Wisconsin inspections will disappear.

J. R. Marfield: Minneapolis is practically a millers' market and I do not feel that I could express their opinion. But I know how the elevator men feel. We ship to Duluth because I think it is worth a cent more rather than stand for the appeals at Minneapolis. The millers are very close buyers.

S. H. Jones: In the northwest agri-

cultural sections there is a strong demand for federal inspection.

On motion by Mr. Marfield the resolution by Mr. McKnight was laid on the table.

E. Pfarrius took the chair and read a lengthy paper reciting the decadence in methods of American farmers, the causes of the low yields per acre and showing the absolute necessity of methods of fertilization and culture that would bring the crops up somewhere near those obtained on European soils.

F. G. Crowell: We should thank Mr. Pfarrius for bringing this subject to the attention of the Council. The farmers of the United States consider the exchanges their enemies. It is time the exchanges began to follow along the lines suggested in Mr. Pfarrius' address.

A. S. White: We are coming right up to the time when we must improve farming methods and bring our yields up to those obtained in foreign countries. Farmers have been extremely careless in seeding corn and oats. If the seed was poor they used more of it. I move that Mr. Pfarrius' paper be printed and circulated.

E. Pfarrius: I would like to have a committee of 5 appointed to work on this matter, that the committee with the consent of the president make such recommendation to the exchanges, railroads and milling corporations as they see fit.

J. R. Marfield: I pledge the Minneapolis Chamber of Commerce to meet the expense of printing and distributing 7,000 to 10,000 copies.

S. P. Arnot: The paper is a valuable one on account of Mr. Pfarrius' first hand information and his extensive travels abroad.

A. W. Frick: I am in favor of the committee boiling it down to as fine a point as possible.

A. S. White: This paper will supply the matter out of which will be constructed shorter articles instructive to the farmer.

S. P. Arnot: It is an appeal to you and the big men of the country to get out and work on the farmer.

A resolution thanking Mr. Pfarrius was adopted and a motion carried that the article be printed and distributed as coming from the Council of Grain Exchanges of North America.

J. R. Marfield for the committee on nominations reported the following officers for the ensuing year and they were unanimously elected:

Pres., James Bradley, of Chicago, Ill.
First V. P., J. R. Marfield, Minneapolis.

Sec. V. P., Frank I. King, Toledo, O.
Third V. P., Chas. Kennedy, Buffalo, N. Y.

Treas., Wm. M. Richardson, Philadelphia.

Executive Committee: F. G. Crowell, Kansas City; N. L. Moffitt, St. Louis; E. Pfarrius, New York; E. P. Peck, Omaha; Chas. England, Baltimore; and S. H. Jones, Duluth.

By vote the Council then thanked Mr. Arnot for his work in its behalf, and Mr. Arnot responded briefly.

Adjourned to 2:30 p. m.

Tuesday Afternoon Session.

James Bradley, the new pres., was introduced by Mr. Arnot; and on account of his unfamiliarity with the business to be taken up, Mr. Arnot continued to preside.

Mr. Arnot read a resolution by L. W. Forbell that other exchanges follow the rule adopted by the New York Produce

Exchange Jan. 28, 1908, creating a committee of 3 to set the discount daily for off grades of grain.

L. W. Forbell: In our market there has been difficulty in arranging the discount on off grade grain. On corn arriving the same day the shipper to our market would receive discounts from different firms of 2, 3 and 4 cents on No. 4 corn, and would object to the high discount. Now if the shipper has any doubts the shipper writes to the sec'y of the exchange and asks what the discount was on that particular car. I would like to have the Council adopt this in principle.

N. L. Moffitt read the following resolution introduced by Mr. Ball, which was adopted:

COMPARATIVE MARKET REPORT.

Resolved: That it is the sense of the Council of North American Grain Exchanges that a comparative market report of all Exchanges be prepared daily, giving the opening, high, low, close, preceding close, and close a year ago, and also the cash ranges of the various grades of wheat, corn and oats in each market in a tabulated form to be published as the official market report for the day.

That the various news services of the United States be furnished with this information at all primary markets free of charge and that this report be sent out over the wires in tabulated form preceding grain news of any other nature.

That each exchange request the newspapers in its territory to publish this table daily at the top of its grain market report.

Bert Ball: I have had many complaints from Toledo, Kansas City and other markets that the Associated Press report did not properly present the market in the respective territory. The newspapers of Chicago, Minneapolis and Duluth are using this form.

J. C. F. Merrill read the following resolution, which was adopted:

UNIFORM GRADES APPROVED.

Whereas the variable rules governing the inspection of grain throughout the United States have been the basis of much irregularity in the application of grades to grain arriving at the Central markets and distributing points, therefore be it resolved: That the Council of North American Grain Exchanges hereby expresses its approval of uniform phraseology in the rules for the grading of grain.

E. L. Camp: If they would live up to the grade rules it would be better.

W. N. Eckhardt: An effort will have to be made to get uniform application of the rules.

W. M. Bell: No business involving so much capital and risk yields as little return as the grain business. A great deal of the business in corn is handled on half rates of commission. Flaxseed today is handled at $\frac{1}{2}$ c a bu.; 5,000 bus. represent \$11,000, and at the half rate you get $\frac{1}{4}$ c. Is that a fair rate? The commission should be upon a percentage basis with a minimum rate.

N. L. Moffitt: The only change is an increase in the rate of commission to members from 50% to 75% of the full rate.

L. W. Forbell: Are the commissions not low enuf without making them still lower to members?

J. R. Marfield: I hardly feel I could afford to favor this resolution.

S. H. Jones: We have just got thru with a suit with the state at a cost of \$15,000 to establish our right to charge uniform commissions, and it is hardly advisable for us so soon after to join in a movement for uniform rates with other exchanges.

W. N. Eckhardt: If you combine to establish a rate you put yourself in the position of the trusts. It would be extremely inadvisable to take any action as

a whole; but it should be taken by each exchange individually.

Mr. Arnot: There can be no legal objection to passing resolutions as to what is the sense of this body on a fair rate of commission.

Mr. Bell then altered his resolution to read "That the executive committee be requested to investigate what in its opinion is the proper rate of commission, and to report at the next meeting in Sept."

J. R. Marfield: This Council can not afford to appear to form a trust in commission rates.

A. W. Frick: Our exchange has to be governed by the conditions surrounding. It would be impossible to establish a rate of commission under which an exchange across the bay could get the business from us.

On vote Mr. Bell's resolution was defeated.

L. W. Forbell introduced a resolution that the New York Produce Exchange rule creating a committee to establish market differences on arrivals of off grade grain to be applied on contract be recommended for adoption in principle by the various exchanges.

W. N. Eckhardt: It is unfair for a committee to fix the discount because there would be a large volume of high grade and a large volume of low grade, selling at a difference of 1 to $\frac{1}{2}$ c on the same day. It would be unfair to the owner of the grain. No committee could ever do this thing and do it right.

L. W. Forbell: At New York the No. 4 corn is merged in the grade. I could understand that in a market like Chicago the discounts would not be uniform.

E. P. Peck: With 600 cars arriving in a day such a committee would be very busy.

Mr. Forbell's resolution was defeated.

Mr. Arnot: I consider it remarkable that a man who has had no experience on grain exchanges should have such a clear understanding of the operation of exchanges as shown by Herbert Knox Smith, commissioner of corporations, in his report to the President. He speaks of speculation as a real service when properly controlled. His report is absolutely fair. He calls attention to some of the evils and that the way to cure these evils is within rather than without.

It only weakens our cause when we say everything is alright; and the quicker we set about to conform our transactions to the public view of what they should be the quicker will we be free from the recurring legislation to put us out of business. We want to take a position before the country where we can stand up and defend our position.

If any exchange is trying to conduct its business in any way that is not exactly square it will attract to itself and other exchanges the hostile antagonism of the public.

F. G. Crowell: We are confronted by federal legislation. Three years ago I was delegated to appear before the committee on agriculture in opposition to the bill against future transactions. You can't hoodwink the men at Washington; but none of us do anything. The best men on our exchanges wink at practices there can be no defense for. I would like your executive committee to work with our exchanges at Chicago and Kansas City.

Mr. Arnot: We have tried to do away with manipulation, but were defeated. But sentiment is changing, and we do believe that inside of 6 months from

now we will have the great majority in line.

Chas. Kennedy: About 500 of the 1,600 members of the Board are not residents; and if we outside members would exercise our votes it would have some effect.

F. G. Crowell: The evils that exist are so small in comparison with the benefits of exchanges that they are infinitesimal, but the small things bring down on us the condemnation of the country.

L. W. Forbell: It is earnestly hoped that the council will avail itself of the invitation by the New York Produce Exchange to hold its September meeting in that city. I move that the next meeting be held at New York. Carried.

J. R. Marfield: It is proper that the pres. present his bill.

Mr. Arnot: The treas. reports \$1,400 to the credit of the Council, the initiation fees of the 14 members. I have a bill to present to the executive committee. I did employ a stenographer from Dec. 1 to the present time and I have an itemized bill.

E. P. Peck: I move that copies of the resolutions, revised by-laws and minutes of the meeting be forwarded to each exchange. Carried.

F. G. Crowell: A rule was suggested on the Kansas City Exchange that traveling men be dispensed with and that a report be made at the September meeting.

W. N. Eckhardt: I move that the auditing committee report during or before the close of future meetings. Carried.

Mr. Arnot: You should authorize your pres. to rent an office.

H. L. Goemann: You can not get results unless you have the office in the same city where the pres. resides.

J. R. Marfield: I move that headquarters be established at Chicago for the ensuing year. Carried.

E. L. Camp: Our exchange thought it well to offer the suggestion that a blacklist of undesirable traders be established. Adjourned sine die.

CONVENTION NOTES.

A luncheon for presidents only was given at noon Monday by Pres. S. P. Arnot.

L. W. Forbell and E. Pfarrius were hours late on account of zero weather in New York state.

Monday evening the delegates were entertained at dinner in the German room of the Grand Pacific hotel by the Chicago Board of Trade as the guests of Pres. A. Stamford White. About 32 were present. L. W. Forbell related how he found the leading hostilities filled and was fortunate in accepting the hospitality of a friend. Mr. Goemann on being assigned to his room told how he found the late occupant in the bath and stark naked. The dinner was informal, without speechmaking, the delegates conversing and discussing committee work.

The Mexican duty on wheat will be lowered, beginning Feb. 15, from 3c per kilo to 1c per kilo, effective until Mar. 31. Scarcity of all grain products in the republic, due to floods, has reduced the poorer classes to a condition bordering on famine.

Pneumatic elevators are included in the grain handling equipment at the Milwall Docks, London. These draw grain out of a ship's hold at the rate of 75 tons an hour for each elevator. Four work simultaneously, each dipping into a separate hold.

Annual Meeting of Kansas Grain Dealers Ass'n

The 13th annual meeting of the Kansas Grain Dealers Ass'n was called to order in the Banquet Hall of the Coates House by Pres. R. E. Cox at 2:30 p. m. Feb. 8.

In the absence of the President of the Board of Trade Sec'y E. D. Bigelow welcomed the dealers and their guests. He congratulated the Ass'n on its work, wished it a pleasant and profitable meeting and invited all dealers to be the guests of the Board of Trade on Wednesday evening.

In responding to Sec'y Bigelow's warm welcome Pres. Cox thanked him and expressed the hope that the cordial relations existing between the two organizations might forever continue.

Sec'y Smiley read the minutes of the last annual meeting, which were approved.

Pres. R. E. Cox read the following address:

President's Annual Address.

Again we assemble in annual convention with one more year added to the history of our organization. Each year has brought forth new problems to solve and more work to perform. We should feel thankful for the success that has been attained during the year just past, as the work accomplished has been very gratifying, and with the addition of over one hundred new names to our rolls, the year before us has the aspect of being the most successful since our organization. With each and every member doing their part we can make for ourselves the name of being one of the strongest organizations in the country, besides the direct benefits to be derived therefrom, not only to ourselves as members, but to the whole grain trade of Kansas, will more than reimburse us for the small efforts exerted.

The unfriendly feeling that has so long existed between railroad officials and the patrons of the different roads, is slowly passing away, as is attested by the presence of the representative men in the employ of the different carriers, that were not only present at our last meeting but are again with us today. Many erroneous ideas have been held by both patrons and railway officials in general, and through a personal meeting by the contracting parties each will learn that the other is not nearly so bad as has been the general impression. I welcome all to take an active part in the discussions upon the different subjects that may be presented and to feel free to express your views.

The different trade journals keep all informed upon the varied things that affect the grain trade, and through such sources every dealer is as well posted as to what is happening and what is needed to further his interests, as his brother dealers. I wish to impress upon the minds of all our members the necessity of taking a good trade journal or two, as the benefits to be derived will more than repay you for the small subscription.

Various local meetings have been held in different parts of the state during the year and much interest has been shown among attending members. The success of such meetings are assured as the members are closely located to the respective meeting points and thus a good attendance is a surety. I find at these meetings a majority of the dealers are personally acquainted, thus they feel no hesitancy in discussing local conditions, as well as expressing their views on subjects pertaining to the trade, which they would refrain from doing at our annual meetings owing to the limited time. I trust that during the coming year more local meetings can be held at various points over the state and that all members will take an active interest in seeing that a good attendance is secured.

Numerous claims have been referred to our secretary for collection, and prompt payment of many such claims have been secured for our members. Any just claim that you may have, that you desire the services of our association in collection, I want you to feel free in referring same to our secretary, as it is the purpose of our organization to be of all the assistance

and benefit to our members that is possible.

Any information any member desires upon any subject that may arise relating to the grain business, such as demand for cars, the proper forms for such demands, proper forms for the preparing of your railroad claims, the different arbitration decisions, court and arbitration decisions upon sales and confirmations and the various problems that daily present themselves in the course of business, our worthy secretary will be pleased to grant such information and assist you in any way possible.

Different methods of inspection have been in use in the principal markets of the country for a number of years, and the system that seems to have proven the most successful and the one that promises to supersede all other methods is the system of office inspection. Chicago, Minneapolis, Duluth and many of the largest markets now use this system, with success and satisfaction. I am glad to note the interest our secretary has taken to further the changing of the present system of inspection now in force in Kansas City to that of office inspection. As this is the market in which we are directly interested I trust that this subject will be given careful consideration and all will feel free to express your views as to the benefits to be derived from such a change as well as the objections thereto. I would suggest that a resolution be presented favoring the change of the present system now in use in Kansas City to that of office inspection.

Scientific Farming.—I trust that much interest will be aroused upon this subject. As handlers of the products of the farm, we are all financially interested in seeing our soil give forth the greatest yield possible, consequently it is of interest to us to lend our influence and energy in promoting more scientific farming.

The bucket shop evil has been so prevalent within our state our legislature at the last session passed a very stringent law prohibiting the setting up and running of such places. After it had become a law I was firm in the belief we would at last be free from this evil, but from information I have received from reliable sources, the law is now being openly and defiantly violated in several of the principal cities within the state. Public sentiment is a power within itself and the hope of reward through such opinion has spurred many a man to duty, we know this to be true of our prohibitory law, which was so flagrantly violated in all parts of the state for years and which was not enforced until public opinion demanded it. To enforce one law and allow another to be violated is not the sworn duty of any official, as the violation of one law is as great as the violation of another, altho they may not carry the same punishment. If our officials would give only a small percentage of their time to the enforcement of the bucket shop law, as they now give to the enforcement of the prohibitory law it would only be a short time until we would be free from this evil.

With the prospects before us we will encounter a busy year and I sincerely hope that success and happiness will reimburse you for your labors. That each and all will assist in making a better and larger organization and that your membership will always be a source of satisfaction.

Eugene Kelly in speaking of the Business Relations Between the Members said, "the dealers understand one another better than ever before. The old friction producing style of doing business has given way to modern methods. The farmers now take a different view of the grain dealers business. They know it is not all a bed of roses. Stand by your ass'n and some day you will have the greatest organization on earth."

Geo. A. Stibbens, Red Oak, Ia., read a paper on Delayed Reinspection, from which we take the following:

Delayed Reinspection at Terminal Markets.

There are a number of dealers in this audience who have spent, at least a quarter of a century in the business, but up to a

short time ago, they had been as silent as the grave in regard to a custom that has fastened its fangs so deep, that at least three markets have come to the conclusion that it is honorable and legitimate to continue indefinitely to perpetrate a fraudulent practice upon the people with whom they do business.

My language, gentlemen, may sound severe, but why should buyers in certain markets be permitted to discount your grain from three to ten cents per bushel, because the commission merchants who handle our grain have not the courage and backbone to refuse to allow the buyers longer to skin us.

Something like fifteen years ago, we were confronted with the weight question, and in shipping to some markets, we were fortunate to get back the car numbers. Compare the weight question today with that period, and what do you conclude? Country Grain Dealers' Ass'ns took a hand in the matter and practically compelled the various markets to adopt up to date methods, consequently we hear but little about bad weights at this time.

The three markets I have referred to, are Minneapolis, Omaha and Kansas City, Mo. The commission merchants in these three markets cannot under any circumstances justify their position, unless it is that country grain dealers have been fools enough to permit, or rather submit to being fleeced.

The custom is so unfair, that I venture the assertion, that there is not a commission merchant in any of the three markets who would be willing to stand up in this audience and make an argument in behalf of their rules as enforced today.

According to the rules referred to, your grain may be inspected today, and if the delivery is delayed for thirty days, and a reinspection called for, you will be compelled to accept the second inspection and settle accordingly. This is what we might term "insurgent justice."

I will read you what the Secretary of the Minneapolis Chamber of Commerce has to say on the subject:—

Dear Sir:—The matter of the right to call for reinspection is not so much a matter of rule of the Chamber of Commerce as a fixed custom in the market here which has prevailed for many years, and the rules confirm this custom wherever they refer to the matter of reinspection.

So far as we know, there is no absolute limit of time in which the buyer may call for reinspection. Of course, any undue delay in the matter of unloading can be referred to the Board of Arbitration. Occasionally there is more or less delay on the part of the railway companies in switching the car to the industry for which it is intended, and of course there are unavoidable delays from various causes. However, the right of the buyer to call for reinspection is never questioned, unless specifically waived at the time of purchase, which is rarely done.

Mark you what he says: "However, the right of the buyer to call for reinspection is never questioned, unless specifically waived at the time of purchase which is rarely done."

Now, gentlemen, draw upon your imagination, and form a conclusion, why it is, that a lot of intelligent commission men engaged in handling grain for country dealers will submit to rules of this character.

The rules of the Omaha Grain Exchange read as follows:—

"Track grain purchased and ordered for shipment must be rejected by twelve o'clock noon on the next business day, but if ordered to elevators, mills, warehouses, or team track, must be rejected within twenty-four hours, after arrival as ordered, and in all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale be completed on the basis of the reinspection at a price conforming to the average market difference of the two grades on the day of the original transaction, unless otherwise agreed, provided that plugging a car shall be evidence of fraud and operate to except such car from the privilege of this rule."

You will notice that in the Omaha market that with the exception of grain sold for shipment, it must be rejected within 24 hours after arrival as ordered. From this, we must conclude that the time for rejection runs from one to 30 days or longer, or so much time as the railroads may consume in making delivery.

Can any fair-minded man place a construction on any part of this rule, whereby the country shipper receives any consideration? I, answer no, and so will you.

We now come to the Kansas City, Mo., rule in regard to reinspection, and without careful consideration, it appears to be very fair.

Section 11. Unless otherwise agreed, purchasers of commodities sold in car lots upon the open board during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade, and a purchaser of commodities bought of members may have the cars tendered as a delivery upon such contracts, sampled by an official sampler.

If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock P. M. of the next succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed to by both parties and be final. Provided, always, that if the car, on account of loading, or if for any other cause the sampler cannot make proper sample (and the certificate of the sampler to that effect shall be proof sufficient) and the purchaser shall so notify the seller by one o'clock P. M. of such succeeding day the time of sampling and rejection shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board. Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection.

In all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale, except on grain to arrive or grain to be delivered from Kansas City elevators, shall be completed on the basis of the reinspection at a price conforming to the average market difference between the original sample and grade and the sample and grade on reinspection unless otherwise agreed. Provided that "plugging" a car shall be evidence of fraud and operate to except such car from the privileges of this rule.

Eliminate from the Kansas City rule that I have read, the "joker" or the following three words "unless otherwise agreed" and we would have a rule that no one would object to.

If the Kansas City market desires to be fair, why is it, it does not amend its rules, so they mean exactly as they read? or, why does it have a rule that reads one thing, but means another? The sellers of grain in Kansas City have permitted the buyers to take advantage of the special agreement to such an extent, that they have established a custom that is absolutely contrary to the spirit of the rule.

What is the inspection for? If the buyer does not put confidence in the inspector, he should have the right to make a re-sampling of the car, and 24 hours should be sufficient to give him this privilege.

If a car of grain is inspected in the Kansas City yards today and grades No. 3 corn and sold to go to some elevator, why should a country shipper be called upon in a week or a month, to stand a heavy discount because delivery of the stuff has been delayed and the grade lowered? Every shipper to this market knows that the custom that has been built up means, when reinspection is called for that he must suffer.

I am inclined to believe that when grain is a "liner" and the market has declined the buyer will threaten to call for reinspection and thus influence the commission merchant to make a compromise, which he will do rather than take the chance of having the car thrown back on his hands to be resold at a lower market value, and with the possibility of having additional switching charges, etc.

The rule of the Merchants Exchange of St. Louis reads as follows:

"Whenever grain in bulk or in sacks is sold for cash by sample subject to the inspection of the purchaser, the purchaser must accept or reject such by or before eleven o'clock A. M. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven A. M. of the next business day to the contrary, it shall be understood that the property is accepted."

Please note the difference between this rule and the three rules that I have read. If a majority of the terminal markets are disposed to be fair in regard to reinspection, it strikes me that the others should fall in line and do so quickly.

The Chicago rule is as follows:

"Section 14. Whenever grain or mill feed is sold by sample, the purchaser must accept or reject such grain or mill feed by eleven o'clock a. m. of the business day

next succeeding the day of purchase. Unless it shall have been impossible for an official Board of Trade sampler to sample such grain or mill feed within the time specified it shall be the duty of the purchaser to notify the seller by eleven o'clock a. m. of the business day next succeeding the day of the purchase, and such grain or mill feed shall be sampled as soon as possible thereafter by the official grain sampler, and the purchaser must accept or reject such grain or mill feed immediately after the report of the official sampler is made."

In the reading of the St. Louis and Chicago rules, you discover they read plainly and are fair to the country shipper. If these two markets can conduct their business according to their rules, do you believe we are asking anything unreasonable,



R. Earl Cox, Elsmore, Kan., Pres. Kansas G. D. Ass'n.

when we insist that Minneapolis, Omaha and Kansas City, Mo., so amend their rules to conform to the custom that prevails in St. Louis and Chicago.

I am unable to understand, why commission merchants in any market will undertake, in this day and age of enlightenment, to longer continue a custom that is frowned upon by every shipper.

I sincerely trust that before this convention comes to a close, that Kansas City will take steps to remedy a wrong that has been in existence for years.

Sec'y Smiley spoke in favor of limiting reinspections to 48 hrs.

Geo. A. Wells, Des Moines, Ia.: Several years ago when I was Chairman of the Advisory Comite of the National Ass'n we tried to get action on Delayed Reinspection, but the terminal market receivers threw the meeting into a political contest and our proposed reform was lost sight of. The abuse has been brot to light again by a shipment of corn sold track to a Minneapolis receiver. It is unfair to the shipper and competent legal advisers say that first acceptance precludes the annulment of the sale without the consent of the seller.

Sec'y E. D. Bigelow of the Board of Trade was called for, but said that inasmuch as the matter was in the hands of a comite he did not feel at liberty to discuss it. However, he did say that grain not unloaded in Kansas City must be rejected if at all before 11 a. m. of the day following sale.

Chief Inspector White of Kansas said: Cars are often loaded so full we can not properly inspect them until unloaded. I think there is some justice in the protest against the rules. Reinspection should be

limited to a reasonable time. The 80,000 lb. cars when loaded to capacity can seldom be inspected until unloaded.

Wm. Murphy being asked for a defense of delayed reinspection said, The only reason I sell grain subject to reinspection is that the elevators will buy it no other way.

M. McFarlin, Des Moines, Ia.: I believe for the good of the market the rules here should be as fair toward the shipper as the rules of St. Louis and Chicago. The elevator man is not responsible for the delayed delivery of grain to the elevators for reinspection and unloading. The railroad is the one to blame and I believe the buyer should look to the railroad for the damage to the grain due to the delayed delivery.

Wm. Murphy: In reply to Mr. Stibbens I wish to say that if the Kansas City receivers did not give shippers a square deal, all of us would be out of business.

Sec'y Smiley: I move that a com'ite be appointed to consider the matter of delayed inspections and report to a later session. Carried.

Pres. Cox appointed H. Work, B. F. Blake, J. W. O'Connor, Jno. E. Hughes, Geo. A. Wells and Geo. A. Stibbens such a com'ite.

Pres. Cox appointed Perry N. Allin and Eugene Kelly as an Auditing Com'ite.

G. S. Carkener, Kansas City: As Chairman of the Board of Trade's Entertainment Com'ite I wish to invite you to a dinner and vodeville tomoro eve here in the Coates Hotel.

Adjourned to 9 a. m. Wednesday.

Wednesday Morning Session.

The Wednesday morning session was called to order at 10:20 by Pres. Cox, who introduced J. S. Tustin, F. C. Agt. of the Mo. Pacif. Ry. Co.

Mr. Tustin addressed the dealers on Railroads and Public Sentiment. From his talk we take the following:

"Railroads and Public Sentiment."

Certain problems are to be approached by the practical mind as against those abstract questions over which an atmosphere of emotion or sentiment may be allowed to play; to illustrate,—if hog cholera sweeps a county or scale attacks an orchard, no one would be moved in the matter by a speaker who made vague reference to the rights of the plain people. What the man wants whose hogs have the cholera is the presence and experience of some one qualified to stop it and if possible to prevent its return. What the orchardist wants, is the removal of the scale, and a cure where damage has been done.

Sentiment is of positive value because if absent there would be a want of creative impulse; men would often think to wise conclusions, but lack the energy for their fulfillment, but when sentiment becomes fluxed with reason, when it is merged with home life, when it lifts the bow of promise in troublous times, when it is joined with the purpose of things, its potency is immeasurable; but when rampant, misdirected, irrational and unblended with the good sense of ripe judgment, it is a menace to the perpetuity of home and destructive of sound social order.

The speaker cited the reclamation of desert lands, the possibility of which hinge on means of transportation, as an example of the value that the railways have been in the development of this and other countries, mentioning the high values now placed on agricultural lands especially in the fruit districts of the west. Illustrations were given of the relation of freight charge to the daily needs of the average man. The railway tariff on the clothes that he wore to the meeting of the Ass'n amounted to less than one-half of one per cent of their total cost. He followed the same idea through food that he ate, to the minutiae of personal expense, saying: "There is a sense in which the shipper—grain for instance—pays the freight, and in a way the miller pays it. Then, when wheat becomes flour and hogs become hams, in a way the shipper of the product becomes related to

the freight bill. But as a broad proposition, this expense and every other expense follows the property to the man who ultimately consumes it or puts it to its final use.

A good friend of mine who indulges somewhat in the fine art of dress, usually wears a standard make of garter that costs him fifty cents a pair. Recently, in a western city, the shop keeper asked him seventy-five cents, and justified the difference on the ground of excessive freight rates. It developed that the freight charge on fifteen hundred pairs of garters amounted to \$2.85, or about the fifth of a cent a pair. An increase of one hundred per cent would have made the freight two-fifths of a cent; and as he is a robust man I am sure that he would not have felt the additional weight as shackles around his legs.

The speaker said that he bot a carload of coal with two of his neighbors and made this comparison of the transportation expense:

Railroad haul 500 miles \$2.25 per ton.
Team haul from switch track to his house 1½ miles .75 per ton.
Wheelbarrow man from street to his cellar window 60 ft. .25 per ton.

He added that the man with the barrow was paid about 5000 times as much as the engine in proportion to distance, and that if the railroad had based its charge on the barrow basis the freight tariff on the carload would have been \$240,000.

If you will indulge me in a moment's digression,—a farmer in the morning may shave himself with a German razor, tie the bull calf with a rope from the Philippines, smooth his hair with bristles from Russia, use a pencil with lead from Siberia, drive to town and buy a bottle of muckage and twenty-five cents worth of marshmallows for the womenfolks, dealing, in these purchases, with Asia, or North Africa, as gum Arabic is the basis for both the confection and the muckage, which are therefore near of kin and of oriental birth.

I am not sure that constant agitation about freight rates keeps in mind the millions who depend on the regularity of the pay car, nor the millions whose wages hinge on the ability of our carriers to buy supplies.

I have cited four out of many reasons why cautious thinking should surround this wonderful business of carriage, namely, that the present freight cost to the ultimate American user is cheaper than any other service in the civilized world; that the money paid for wages and supplies is immediately returned to trade by millions of people whose livelihood comes directly or indirectly from railroad operations; that every man who has an insurance policy by virtue of the thrift that enabled him to acquire it should be an advocate and conservator of the highest standards of every business, as the assets of Insurance Companies are largely invested in railway bonds; that the needs of commerce call for excellence of service that cannot be obtained through poverty of recompense because in the absence of the incentive of gain, industry and development cease in any line.

The speaker closed with the statement "that the higher citizenship embraces within its scope those things which are just, true, honest and of good report; and I am sure we may add that the absence of these deprives us of the lofty elements which are part of the equipment of a free man."

Pres. Cox appointed as a Resolution Com'te: W. F. McCullough, J. H. Kinnear, F. W. Gauntt, E. N. Bailey and Frank Thoman.

J. C. Lincoln, St. Louis, President of the National Industrial Traffic League in the course of his address said:

Amendments to Interstate Commerce Law Needed.

While we have become a great manufacturing country, being leaders in certain lines, and our wares reaching to all parts of the world, we must be impressed with the fact that the great foundation upon which our commercial pursuits rest, and upon which our welfare is naturally dependent, is that of agriculture, products of the soil, productive of billions of dollars per annum. We should, therefore, with increasing population and the demand that will be made upon our farmers for necessary food supplies, lend support to the utmost development of our natural resources. This will have to be accomplished through well directed efforts on the part of the national government and the various commonwealths, supported by intelligent effort on the part of those who are dealing directly with the producer. And you gentlemen are in a position to do great good to the accomplishment of this task. As

transportation enters so largely into the question, we must seek co-operation on the part of the transportation interests.

While the government has been very liberal toward the railroads, the people have a voice in the management of these properties, not to the extent of taking over their operation or limiting their earning capacity to a basis that will alarm the investor, but a regulative supervision on the part of the government. To this the people are entitled by reason of the public functions performed by common carriers and rights granted by the government.

The entire people are consumers or producers. Transportation is an essential and material factor in cost and profit; therefore it has been found necessary on the part of the shipping public to make a study of transportation affairs, so that intelligent consideration might be given to the rights of both shipper and carrier, and attempted legislation affecting carriers may be approached with sound sense and reasoning.

It is with pleasure I notice there is much greater disposition to get together; there is more of harmony between shipper and carrier, and through the co-operation which is being sought by the shippers, reasonable and just regulations are being brought about without recourse to the legislation branch. The carriers themselves, recognizing the principle of fair treatment, no longer feel that reasonable regulations are restrictive, and while opposition to any regulation develops in certain quarters, this does not voice the sentiment of the broad-minded, law abiding officials. A duty devolves upon the people to aid in opposing unjust legislation and in the passage of laws which will conserve the right and justice of all.

During the past four years I have been the accredited representative of the shipping interests, and recognizing the many broad questions with which the shipping public has to deal as affecting all shippers and all communities, I have felt the necessity for thorough organization and co-operation on the part of the shippers. This same feeling has existed on the part of representatives of large industrial organizations and other large communities with the result that a national organization of shippers has been formed, and during the few years of its existence, has accomplished much on the shippers' side. It has, however, felt the necessity for some additional legislation, protective of the shippers' interests, but not unmindful of the interests of the carriers.

National Industrial Traffic League: Under this head the speaker gave a history of the growth of this organization, which came into existence in the fall of 1907, and now comprises a membership representing approximately eighty thousand shippers, of what the organization is composed, the plan of its work, its relations with the Interstate Commerce Commission and conferences engaged upon with carriers, involving matters of mutual interest, but which have not required legislative action.

Amendments to the Interstate Commerce Act: In our consideration of transportation as affecting the shippers' interests, as gathered by personal experience and the result of conferences with the Interstate Commerce Commission, and in view of decisions rendered by that body, we have felt that additional power should be given to the Interstate Commerce Commission, so that by statute, certain rights to which we feel shippers are entitled, may be enacted into the law, giving thereby regulative power to the Commission on these points. In arriving at our conclusions we have given these several subjects more than ordinary attention, and they were made the subject of negotiations with representatives in Congress and in addition presented to the President for his consideration, with the request that our petition be given careful thought in connection with any message he might send to Congress, bearing on the Commerce Act.

AMENDMENTS PROPOSED.

Giving to the Commission power to suspend proposed changes in rates and regulations.

Giving to shipper right to route freight.

Quotation of rates in writing.

Insertion of rates in bills of lading.

Classification.

Commerce court.

Stocks and bonds.

The speaker gave a brief history of the various steps taken to secure the proposed amendments to the Interstate Commerce Act, which were embraced in the special message sent by the President to Congress, and the necessity for this proposed legislation, which is provided for in Senate Bill 5106, introduced by Mr. Elkins, and House Bill 17536, introduced by Mr. Townsend.

Federal and State Regulations: I wish to direct your minds to another important

point, touching upon the commerce of our country and the transportation thereof. In excess of eighty per cent of the commerce of this country requiring transportation facilities is interstate. By reason of this much larger traffic being interstate, we come constantly in conflict with state regulations, both harassing to the shipper and carrier, by reason of the application of different laws, different rules and different transportation problems. There is extreme difficulty in separating intrastate from interstate commerce. The way to exercise proper regulation over our carriers, in my judgment, can better be accomplished through federal regulation and through the voice of the various states as exercised in Congress, than by diversified state legislation.

I urge a greater federal control over the instrumentalities of commerce, both intrastate and interstate, believing that the mind of the entire people better expresses the regulation that should be exercised, than the minds of individual commonwealths. Our several commonwealths, through their influence as exercised in Congress, having obtained reasonable regulation, should pattern their states thereafter.

In conclusion permit me to say that shippers throughout the country are becoming rapidly educated as to the rights and duties of common carriers and through this knowledge are tempering their feeling toward the carriers. They will not longer be led astray by the political demagogue. They can reason, and be reasoned with, by the carriers. They will only demand that which they deem right and in consequence there should be less of difficulty in getting together for the framing of just and reasonable regulations. Laws are not enacted for the purpose of harassing or restricting the good, but to prevent the bad and to punish those who transgress upon the rights of the people. Railways and shippers are both entitled to be heard, but let the outcome be for the purpose of construction and not obstruction. Let there be a more perfect harmony and co-operation between the shipping and transportation agencies.

W. S. Washer: I move a rising vote of thanks be tendered Mr. Tustin and Mr. Lincoln for their scholarly and able addresses. Carried and given.

H. Work: Your com'te on Delayed Inspections has arranged for a Com'te from the Board of Trade to cum here at 3 p. m. to discuss this matter with us.

Adjourned to 2 p. m.

Wednesday Afternoon Session.

Pres. Cox called the dealers to order at 2:35 and introduced Geo. H. Davis of Kansas City, who spoke of the Bucket Shop Evil. In the course of his remarks he read a booklet addressed by Bucket Shop Keeper Christie in 1887 to the members of the state legislature in an effort to secure legislation which would drive out the bucket shops. At that time Mr. Christie was a legitimate commission merchant, but soon after joined gambling joint keepers.

Needless to say a law was enacted, but it did not meet the needs of the case, so other legislation was sought. Six bucket shop keepers of this city are under indictment and many prosecutions are under way.

If Kansas and Missouri dealers would refrain from trading with bucket shops they would soon be forced out of business. Whenever we ask a dealer "Why do you patronize a bucket shop?" he says, "Well he lives here. He is a good fellow and he furnishes us quotations." One of our good customers, who so reasoned is out \$8,000 as the result of patronizing a bucket shop. The quotations direct would have cost him \$12 per mo.

Most of their patrons are clerks and mechanics who have not funds of their own. The bucket shop keepers steal the quotations and post them as they like.

Representative Merrill, the author of the Kansas anti-bucket shop law explained that Attorney General Jackson had been so pressed for time he had not pushed the enforcement of the new law,

but no doubt the county attorneys will soon get into action and the state will be freed of bucket shops.

H. B. Dorsey, Ft. Worth. We have a good law and it is enforced. We have no bucket shops in Texas. For my part, I think all the exchanges are merely bucket shops. I see no difference.

G. H. Davis: People who can not distinguish a difference between a bucket shop and a grain exchange must be ignorant of the character of the exchange. I will be very glad to debate that subject with anyone and to supply them with numerous decisions of the Supreme Court clearly defining the difference. The exchanges are not perfect but they are being improved. Their quotations represent actual transactions on their floors.

Mr. Dorsey: We grain dealers know that the country raises only about 700,000,000 bus. of wheat, yet billions are traded in each year. How do you explain that?

Mr. Davis: Our firm does business each year amounting to about \$3,500,000 yet we do not handle \$1,000 in cash. It is all done by check. The bank clearings of the country and different banking centers do not represent the actual movement of currency, but merely a transfer of credits. We have not near enough money to transact all the country's business. Yet no one will say the business is dishonest or not legitimate.

H. A. Foss, Chicago Board of Trade Weighmaster read a paper on Who is to Solve the Shortage Problem? which will be published later.

F. C. Maegley, Asst. Frt. Agt. Santa Fe: I believe 75 per cent of the shortages will disappear if shippers and receivers will exercise greater care in weighing grain into and out of cars. If you will follow the suggestions to be found in the Shippers' Manual issued by the Weighing Dept. of the Chicago Board of Trade fully 90 per cent of your shortages will disappear. Mr. Maegley quoted freely from the Shippers' Manual and heartily endorsed the suggestions. Some box cars are just naturally wrong and should not be loaded, they are unfit to transport grain.

While in Wichita last week I was indeed gratified to hear receivers say that the Santa Fe's grain carrying equipment was in better condition than ever before and I assure you we are making every effort to keep it in prime condition.

Let me suggest that you co-operate in the employment of scale experts to test your scales at frequent intervals.

H. Work called attention to the fact that Kansas City buyers had come at 3 p. m. to discuss delayed reinspection and were still waiting.

Geo. A. Stibbens explained that he had not meant to charge Kansas City receivers with dishonesty as he held them in high regard.

Geo. Aylesworth: Today I had our purchases of grain on the tables since July 1 and found it to be about 1,700 cars of these, reinspection was called for on but 33 and the grade was changed on 24. Of the 24 cars 3 were plugged.

I feel that the grade of grain bought by myself should be delivered at my mill or eltr. The shipper knows what is in the car, but we do not know until we start to unload it. When grain is not up to the grade first given it, we elevator men do not attempt to take advantage of the shipper and your receivers will tell you that the shipper generally gets more for the misgraded grain than he would

have received had the grain been properly graded in the first place.

T. J. Brodnax: The mills cannot use and will not accept off-grade wheat. The elevators accept and pay for everything delivered. The elevators have no possession of the grain until the car gets onto their track. If the grain is delayed between the inspection track and the elevators and deteriorates, the railroads are the ones to blame and should be held responsible. I think the elevator men and the shippers should get together and go after the railroads. They can make prompt deliveries if they wish. I wish



E. J. Smiley, Topeka, Kan.
Sec'y Kansas G. D. Ass'n.

to assure you that we wish to make the Kansas City market attractive to shippers and we will help you all we can.

G. A. Wells: The shipper is guided in his buying by the prices at which his grain is sold and his small margin precludes the possibility of his guaranteeing the grade given by the inspector upon arrival. He should not be asked to stand for the deterioration.

The matter of delayed inspections was referred back to the committee to take up with a committee from the Board of Trade.

Chief Inspector White said his deputies resealed each car, but that the seals often were broken by the Board of Trade samplers.

Adjourned to 9:30.

Wednesday Evening Entertainment.

Wednesday evening the Ass'n and its friends were the guests of the Board of Trade at a beefsteak dinner given at the Coates Hotel.

As soon as the 285 diners were seated the Imperial Trio favored the auditors with the following touching ditty written especially for the occasion by Knute Knuteson:

The Opening Hymn.

The grain business looks like a cinch to me,
But you can thank your stars
That you handle grain and not live stock,
To be standing round in cars.
Some say the present high price of meat
Is nothing but a steal,
So they're going without for thirty days,
And let the old hogs squeal.

Chorus.

Now you are here, just sit right down and
Make yourselves at home.
You've found the place you're looking for,
There's no more need to roam.
You know you are welcome, we have told
you so.
There's nothing more you need to know.
As we said before—just sit right down and
Make yourselves at home.

While the boycott's on and the packers
they
Demand high price for meat,
Everybody must get up to the trough,
To eat more corn and wheat.
So when your grain is ready to ship,
Just take this tip from me,
The best results will be obtained,
If you ship it to K. C.

James Marshall an amateur monologue artist of unusual ability kept the dealers in an uproar with stories and songs.

Hans Keitel and Mary McCracken followed with dialogues, songs and dances.

H. F. Spencer, the smallest member of the Board of Trade proved that he had the largest voice by several excellent bass solos.

George Washington Harrison told in confidence his own hencoop experiences.

Two children did clever work as lightning change artists and kept the dealers laughing.

Don Turney, a local magician lead the eyes of all a wild chase thru the puzzling realms of legerdermain.

The guests departed delighted with the evening's entertainment.

Thursday Afternoon Session.

The Thursday morning session was so poorly attended those present adjourned to the Board of Trade to join the other delegates.

The Thursday afternoon session was called to order by Pres. Cox at 2:09 with 22 present.

P. S. Goodman read a very interesting paper on Laws Affecting Grain Prices which will be published later.

Prof. Webster of the Kansas Agri. College spoke of Agri. methods and the need of increasing the farm products. He predicted that production of Kansas farms would be doubled with little increased cost, thru improved methods and machinery. We are now employing men who go out to the farms and talk to the farmers face to face, learning their problems and helping them to solve them.

We have been circulating bulletins and supplying much matter to the papers, but the results have not been large, because the farmer seems to be slow to grasp new ideas from printed pages. Thru our extension lecturers we are securing greater results.

Pres. Cox referred the matter of assisting the Kansas Agri. Dept. in helping to secure better seed wheat to the Com'te on Resolutions.

C. E. R. Winthrop, Wichita, read an interesting paper on Would Kansas Shippers be Justified in Placing Inspectors at the Texas-Oklahoma State Line? It will appear in the next number.

Eugene Kelly moved that the Sec'y be instructed to take up the matter of state line inspection with the Chief Inspector of Kansas. Carried by a vote of 7 to 5. Many more were present but declined to vote. Secy. E. J. Smiley read the following annual report:

Secretary's Annual Report.

The thirty-five men who met in the Byrum Hotel, Atchison, 13 years ago and formed the Kansas Grain Dealers Ass'n in order to force recognition by the Boards of Trade can look back on the work and call it good. Each meeting since that date has been better and more influential than the preceding one. The old timers at terminal markets who had taken all the profits and given nothing to the country grain

dealer repented too late. The spirit of these meetings have hastened the dawn and the day came close at its heels, and only a full share can now satisfy the grain dealers of this State. You speak through this medium. Those of you who were present at that meeting thirteen years ago will remember that two of the questions under discussion were correct weights and the hundred pound dockage at terminal markets. Having secured correct weights at practically every terminal market this question has ceased to be an issue.

The hundred pound dockage is still in vogue in this market, notwithstanding the Legislature of this State at its last session passed a law making it a misdemeanor to deduct anything from the net or actual weight of any car of grain, seeds, or hay, and for a violation of this law a penalty of not less than ten nor more than one hundred dollars was fixed for each and every offence. This new law became effective Aug. 16th, 1909. The elevator owners and operators of this city, not being willing to give up this graft it became necessary for the Attorney General of this State to cause the arrest of one of their number who secured his release from the custody of the sheriff of this county by habeas corpus proceedings. The case was argued, briefed and filed before the Supreme Court of this State Oct. 28th, 1909, and a decision will be rendered in due time. We would suggest that shippers to this market preserve all A-S from which the 100 per car was deducted since Aug. 16th, and if this law is held constitutional make demand of their receivers for reparation. In case same is refused forward papers in support of your claim to the Secretary's office and same will be turned over to our attorneys for collection.

Interest on Grain Drafts: At our last annual meeting held in this city Feby. 4th, 1909, a committee was appointed to confer with a committee appointed by the Kansas City Board of Trade to see if some understanding could not be reached whereby the interest charged on drafts would cease after the grain was sold. A petition was drawn reading—"We, the undersigned members of the Kansas City Board of Trade agree to co-operate with the Kansas Grain Dealers Ass'n to stop charging interest on drafts date sale is made and the purchaser assume same from date of purchase." This petition was signed by seventeen members of the Kansas City Board of Trade. The committee making the report was discharged and the Secretary was instructed to continue the work. Attempting to follow out the instructions of the convention I went to several members of the Board of Trade who had signed the petition requesting them to secure signatures to a petition to be placed before the Board of Directors asking that this question be submitted to a vote of the membership of the Board, but could not find a single member who was willing to present the petition and was compelled to drop it. As a result you are still paying interest on drafts until the car is unloaded. We believe a large majority of the shippers are perfectly willing to pay interest on the amount of their drafts until the sale of the contents of the car is made, but do object to this interest charge after grain is sold to the elevator or mill, as many cars are delayed from five to ten days after sale before reaching the elevator or mill.

Delayed Reinspection: This subject is one with which the shippers to the Kansas City market are all familiar. The delay in cars reaching elevators and mills after first inspected and sold by sample on the exchange floor has caused more loss to shippers to this market than all other causes combined. It is our understanding that the exchange in this city has a rule reading—"Whenever grain in bulk is sold for cash by sample subject to the inspection of the purchaser the purchaser must accept or reject same by or before eleven o'clock a. m. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven a. m. of the next business day, to the contrary it shall be understood that the property be accepted."

It is our further understanding that this rule was adopted by a majority vote of the members of this exchange several years ago, but that the rule applies only to purchases going out of the city and that all purchases of grain on the floor of the exchange are made subject to reinspection on their arrival at the elevator or mill to whom sold and where reinspection is called, the seller acting as agent for the shipper does not insist that the inspection department under which the first inspection was made, shall reinspect.

Why was this rule adopted if no effort is made on the part of the members of this exchange to enforce it? Why inspect grain on its arrival if it is all sold on the ex-

change floor subject to reinspection on its arrival at the mill or elevator? What chance has the shipper to protect his interest when the receiver acting as his agent advises him on the arrival of his car the grade and price at which same is sold, and when the car arrives at the elevator the elevator foreman calls for reinspection if only ten bus. of the contents of a hundred thousand pound capacity car is found out of condition? So far we have never been able to do anything to prevent this hold-up, but we believe that where grain is sold by sample on the floor of the exchange the purchaser should be compelled to accept or reject purchase within 24 hours after the sale is made.

Office Instead of Track Inspection: No one will attempt to deny that inspection of grain at this market for many years has been a farce. Whether the deputy inspector, whose duty it is to draw samples from the cars and pass on the quality of the grain, are incompetent or whether the system in vogue at the present time is faulty we are not prepared to say. But we can say that if office inspection of grain tends to improve the service and secure correct and uniform inspection it should be adopted in this market at once. We have had some correspondence with W. S. Cowen, Chief Gr. Inspector for the State of Ill. on the subject and beg to quote you from his letter of November 27th with reference to the matter:

"For forty years the Chicago department inspected grain in the cars upon the arrival at the yards and in Sept. 1908 changed to office system believing that under the latter method there could be obtained a more uniform standard of grades and a better supervision of the work of the department than was before possible.

"After a thoro demonstration of the practicability of office inspection as compared with former system, and after considering the benefits of the trade to be derived therefrom, I have become more than ever confirmed in the belief that it is the only system yet derived in which there can be any degree of uniformity and where the Chief Inspector can have supervision, in fact, as well as in name, in the workings of his department. With the Chicago Inspection Department as at present organized there are no longer seventeen distinct and separate heads, as in former years, when the deputy inspectors of the tracks of the several railroads were not only the sole judges of the quality and condition of the grain inspected, but assumed to interpret the rules of grading according to their several personal ideas and without there being possible more than a casual check on their work.

"Under the office system these inspectors worked together as a harmonious compact body, although each individual realizes that his judgment and capabilities are at all times being weighed in the balance as against those of his combined associates, and that every error will be conspicuously brot home to him because of common knowledge. The men are provided with commodious quarters, well lighted and protected from the inclement weather; they have also, better facilities for actually weighing the grain and in applying the different tests, with the added safeguard of numbers in determining questions that arise every day in connection with their work and in which there may be an honest differing in judgment.

"Under the old system of inspection in Chicago, when the work was completed at the cars, the grades and samples of the grain were taken direct to the Board of Trade Receivers agents, and the chief inspector therefore did not have an opportunity to see the grain personally or have knowledge of the workings of his deputies except in cases of reinspection or appeal. The shippers on one hand were ever present clamoring for their own interests, and the result of this influence was, even despite the honest intention of the inspectors, a gradual raising of the standards, and a consequent loss to those whom the department were under obligations to protect.

"There was also, in former years, more or less trouble occasioned by the samples drawn by the men known as receivers agents. These samples frequently failed to represent the contents of the car as inspected and the result was innumerable cases of reinspection and appeal, and more or less attendant discord. Now there are comparatively few cases of reinspection and the calls for the appeals committee are few and far between.

"The one leg upon which the foes of office inspection in this market seek to stand in order to maintain their equilibrium, is not substantiated in any way by the records of the department. It is a question of delay in delivering samples on the exchange floor. While there is necessary delay of a few minutes from the time the samples

reach the city until they are taken to the Board of Trade, this delay is offset many times by the additional number of cars that may be handled. One can readily estimate this loss of time when he stops to consider that the inspection force is able to inspect approximately 600 cars per hour and that this delay usually occurs in the morning before the opening of the cash grain market. He does not consider the number of extra cars the sampler is unable to bring in for early delivery or that with a moderate day he is often enabled to deliver his samples at an earlier hour. Under the old system it was seldom possible to get more than two-thirds of the cars inspected at the yards in for the early delivery. Now there is rarely a day when the work is not all cleaned up and every car delivered previous to eleven-thirty a. m., or two hours before the closing of the market."

We submitted copy of this letter to J. T. White, Chief Gr. Inspector of the State of Kansas, with the request that office inspection be given a trial in our State, to which he replied that the views expressed by Mr. Cowen met with his approval, and if the Kansas City exchange was located so they could inspect in a room and get the samples there he would put it in force at once, but he did not feel that he would have the right to establish an office or working room in the State of Missouri, and it would not be possible to gather the samples in Kansas City, Kan., and get them to the exchange building in time for market.

As to the legality of passing on the samples taken from the cars in Missouri we are not in a position to say, but believe we voice the sentiment of the entire grain trade when we say that if office inspection will tend to improve the service and secure correct and uniform inspection, and the department cannot see its way clear to establishing a working room on this side of the Kansas line that the matter be taken up with the Governor of our State and an opinion secured from the Attorney General as to the legality of the proposition. If held by the Attorney General to be legal an office be established at once. This is a matter of great importance to the shipper, miller and terminal elevator man, and we believe that they will join with this Ass'n in bringing about this much needed reform.

Uniform Bill of Lading: At the last annual meeting your Secretary was instructed to act in conjunction with the Secretaries of like ass'ns in an endeavor to eliminate the objectional features of the new Uniform Bill of Lading. Secretary Prouty, Dorsey, and your Secretary interested the Corporation Commission of Oklahoma in this proposition and fixed a date for the meeting which was attended by representatives from all roads operating partly or wholly within the State of Oklahoma, and at a conference lasting an entire day the carriers' representatives agreed to recommend to their superior officers that the most objectional features of the New Lading be eliminated.

Later Mr. Dorsey arranged for a conference with the Southwestern Tariff Committee in St. Louis, which was attended by the representatives of all lines in the South West, and Secretaries Dorsey, Prouty, Wells and your Secretary. The Chairman of the Southwestern Tariff Committee stated that it was not the intention of the carriers to apply the objectional features of this New Lading to the grain trade. As several Federal Courts have ruled that the carriers originating shipments are liable to the shipper for loss in transit, whether occurring on their own or connecting lines, makes null and void the most objectionable feature of this New Lading. The clause in the New Lading providing that consignee or consignator must file claim within four months after shipment is delivered is being enforced by practically all of the lines. However, we see no reason why a shipper should delay filing claim this length of time. It is our belief that should the carriers attempt to enforce all of the provisions contained in this new Lading the different shippers' organizations will take the matter before the Interstate Commerce Commission and attempt to show it the injustice.

Alleged "Natural Shrinkage" of Grain in Transit: Eighteen months ago all of the roads in Western Trunk Line Territory announced that they would discontinue making deduction of $\frac{1}{4}$ of 1% in settling loss in transit claims. Oct. 1st, 1909, the Western Trunk Line Committee put into effect a rule covering Natural Shrinkage of Grain in Transit. The amount to be deducted as follows: $\frac{1}{4}$ of 1% on wheat, rye, oats, barley and flax, and $\frac{1}{4}$ of 1% on corn. The reason assigned by the carriers for this action was that many shippers filed claims for loss amounting to less than \$1.00. I am glad to state, however, that this de-

mand did not come from country shippers but the large shippers at terminal markets. The carriers have never proven that there is a natural shrinkage in dry bulk grain, neither do we think they can prove it by actual test, but we believe if the shippers had any assurance that the deduction as it now stands would not be increased from time to time they would not enter a protest. As the Chicago, Great Western Ry. Co. and the Union Pacific Ry. Co. have given notice that they will cancel concurrence in the agreement entered into by all western lines, under which all just claims for shortage will be settled on a basis of $\frac{1}{8}$ and $\frac{1}{4}$ of 1%, will probably force the other lines to give up the practice.

Collection of Claims: Over one year ago we advised all of our members by bulletin that we would furnish, free of charge, printed forms for the filing of claims in order to establish uniformity in the matter of making claims. We further recommended the use of these forms when filing claims and recommended that if claims having merit were refused by the claim departments to forward all papers in support of claims to the Secretary's office and we would present to the claim agents and if claim was still refused, and had merit, we would place in the hands of our attorney for collection. We think a majority of our members are now using these forms and from what we can learn are satisfied with the result. All claims having merit filed with the Secretary's office past year have been settled and settled promptly, with the exception of claims against the U. P. Ry. Co. The claim department of this line has delayed payment of just claims an unreasonable length of time, notwithstanding the fact that we have written the claim department every thirty days insisting on settlement. If there was a law on our statute books making the carrier liable for legal rate of interest on just claims if not paid within 60 days after filing, I believe all claims having merit would receive prompt attention.

Bad Order Cars: According to the report furnished us by J. G. Goodwin, of the Kansas City Board of Trade Weight Department, there was handled under his supervision 50,703 cars of grain during the year 1909. Leaks classified as follows—1,808 cars inspected were found to be leaking at grain doors; 14,896 cars inspected were found to be leaking at floor, draw bars, door posts, sides, end, etc., and 8,926 cars arriving at the elevators and mills were found to be without seal protection. Where leaks are found at the grain door, we believe the shipper is partly at fault as he does not exercise proper care in placing doors in cars before loading, or failing to double doors in cars of 60,000 lbs. or greater capacity, but how are we to account for 8,926 cars out of a total of over 50,000 arriving at this market without seal protection. Can this be the fault of the agent for the carrier at point of origin in not sealing the cars before leaving the station? What assurance have you shippers that loaded cars are sealed before leaving the station?

The Kansas Inspection Department insists that after a car is inspected it be promptly sealed by the helper accompanying the deputy inspector and that department refuses to accept any blame. If all cars are sealed after inspection we must conclude that these seals are broken after they were inspected before their arrival at the elevator or mills. If such is the case proper police protection is not given cars in the terminal yards. We have recommended the use of private seals and if dealers will use same, being particular to make their seal record a part of their invoice, it may help to solve this problem. We have further recommended that our members refuse to load old and decrepit cars not fit to load bulk grain, and some of them have advised that when they refused to load cars set for loading they have been notified by the agent for the Company that if they did not load them some one else would and they would have to wait until the Company was ready to furnish them equipment that would suit them. Most shippers, fearing to incur the ill-will of the agent for the Company will load any old car and take the chance of losing part of the contents in transit. Does it pay?

Turkey Wheat Grade: At the last annual meeting a motion prevailed that E. F. Madden and your Secretary be appointed a committee to take up with the Governor and the grain commission the question of securing a grade of wheat to be known as Turkey. About thirty days before the date fixed for the meeting of the Commission I requested all of our members who favored a grade of Turkey wheat to write the Governor making such request. My request was complied with and nearly 500 letters from farmers, elevator men and millers were received by the Governor requesting

that such a grade be established, which letters were turned over to the Grain Commission with the result that a grade of Turkey wheat was established and is now recognized by the Kansas Inspection Department.

Car Tags: We again recommend the use of printed card board showing the test and actual weight of all loaded grain cars, tacking same on the outside of both inner doors. It is our belief that some inspectors make their investigation of the contents of the car from the door, and as you know the light weight grain is always found at the grain door when loaded from Hopper Scales. Those who have used these cards in the past, with whom I have talked, state



Eugene Kelley, Wichita, Kan.
Who Addressed the Dealers.

that they have had less trouble over inspection than before they commenced the use of them. These cards are inexpensive and easily tacked to the doors. I think you should use them.

Crop Reports: The past two years we have taken great pains and gone to considerable expense to secure accurate information regarding the condition of the growing crops, especially wheat and corn, in every county in the State. I believe that the grain dealers and millers are more competent to secure and give accurate information as to the condition of the growing crops from time to time and the amount produced, than any one else in the State. I do not know whether this information is appreciated by those who receive the reports. As the expense of securing the information and the expense of printing and mailing is quite an item we would like an expression from those in attendance as to whether they shall be continued.

Payment of Dues: During the past year the cost of collecting delinquent dues by draft amounted to \$39.10. This is a useless expense and this amount would have been saved if our members had sent check to cover and not compelled us to make draft before the close of each quarter. I am satisfied that this is an oversight on the part of most of our members as the amount is small, but I trust that our calling your attention to the matter at this time will prompt you to send us your check on receipt of notice for dues, and save this expense to the Ass'n.

With the exception of a few localities, we believe the year just passed has been one of the most profitable to the grain trade in its history. Practically all grain has been purchased on a fair margin of profit and as the price has fluctuated less than average years they were unable to secure a fair margin of profit. Ruinous competition is almost a thing of the past, not only in the grain trade but in all lines of business and we never again expect to see the day that business men engaged in any line of business will entirely disregard profits for the sake of revenge.

In Ass'n affairs the year has been a prosperous one indeed, as we have added 40 new firms and individuals to our membership list during the year, giving us the largest membership in the history of the

organization. Each one of us should strive to make the Ass'n of greater worth to its membership and this can be done by securing the membership of every reputable elevator owner and operator within our State.

Geo. A. Wells of the Delayed Reinspection Com'te presented the following report which was adopted and the Com'te discharged.

DELAYED RE-INSPECTION.

Your Committee begs leave to report that a conference was held with the Rules Committee of the Kansas City Board of Trade at 10 o'clock A. M. this date. There were present also representatives of the Millers and the Railroads.

The discussion was very thoroly conducted along the lines of the previous discussion before this convention, without developing any particularly new ideas that were not suggested in the previous discussion.

The question of changing the present rules is now in the hands of the Rules Committee of the Board of Trade, and they promise to give it careful consideration and report to the Board of Directors, who will grant a further hearing, if desired, before submitting the question to the final vote of the Board of Directors as a committee of the whole.

The representatives of the Railroads promised to give special attention to making prompt delivery of corn to the elevators during the germinating season, in order to avoid loss by deterioration in quality after arrival.

Your Committee would recommend that the members of the Kansas Grain Dealers Ass'n be very particular to report any and all cases of loss because of delayed reinspection in any terminal market to which they ship, and to maintain firmly the position of demanding a change in the Rule of the Kansas City Board of Trade to provide that the original inspection shall be final, except the right to re-sample and call for re-inspection within 24 hours, or in case of cars loaded too full for a thoro inspection, or of plugged cars, pending the final decision of the Kansas City Board of Trade in this matter.

P. N. Allin, chairman of the Auditing Com'te reported that it had inspected the books of the Treasurer and found them correct.

Treasurer Smiley read the following financial report:

STATEMENT FOR THE YEAR 1909.

Balance Jan. 1st, 1909.....	\$ 205.12
Received for Membership fees.....	579.50
Received for Dues, \$3,231.60, less exchange, \$39.10	3,129.50
Received for Adv. & Lists.....	363.30
	<hr/> \$4,341.42

Disbursements:

Rent	\$ 124.00
Telephone	74.75
Taxes	1.15
Error by Bank in Collection.....	6.00
Postage	205.00
Telegraph	7.03
Office Supplies.....	112.90
Printing	295.12
Badges	23.95
Dues to Industrial Traffic League...	10.00
President & Director's expense.....	83.15
Secretary's Traveling expense.....	601.80
Stenographer's Salary.....	490.00
Secretary's Salary.....	1,903.00

\$3,937.85

Balance Jan. 1st, 1910..... 403.57

\$4,341.42

Resolutions.

Car Repairs Made in Transit.

WHEREAS, special repairs to cars often are made in transit thus covering all evidence of loss of grain caused by leakage therefrom; and

WHEREAS, by these repairs such cars are apparently in good order upon arrival at unloading points altho they have been leaking; and

WHEREAS, the opportunities of discovering responsibility for such shortages are thereby eliminated unless the railroad car repair records are accessible to the shipper or his representatives; and

WHEREAS, the shipper is entitled to all information that affects the quantity of grain to be delivered by the carrier; therefore be it

RESOLVED, that we, the members of the Kansas Grain Dealers Ass'n assembled in convention at Kansas City this 10th day of February, 1910, do hereby request

permission of the railroads for the shipper or his representatives to examine their car repair records at the various terminal points; and be it further

RESOLVED, that the Secretary of this Ass'n be instructed to forward copies of this resolution to the General Traffic Managers of all grain carrying railroads, operating partly or wholly within the State of Kansas.

Enforcement of Bucket Shop Law.

WHEREAS, we believe that the existence of "bucket shops" is a detriment to the regular and legitimate grain trade of the country, and

WHEREAS, there is now in effect in our State a stringent law prohibiting the operation of these concerns, requiring only its proper enforcement to make it effective; therefore be it

RESOLVED, that we urge upon the Attorney General of the State a strict enforcement of the law at the hands of the proper officials, and pledge our support in such enforcement.

Thanks to Board of Trade.

WHEREAS, the Kansas City Board of Trade has again demonstrated its hospitality by the dinner and entertainment given our members, thereby contributing to the pleasure and success of our meeting, be it

RESOLVED, that the thanks of the Ass'n be, and they are hereby extended to the Kansas City Board of Trade for its entertainment and for the cordial spirit in which it was conceived and carried out. Also be it

RESOLVED, that a copy of this resolution be furnished the Secretary of the organization.

Delayed Reinspection.

WHEREAS, we believe that the practice of "delayed reinspection" as practiced in certain markets is detrimental to the best interests of the country grain dealer, and

WHEREAS, other markets have discontinued the practice mentioned; therefore be it

RESOLVED, that we urge the discontinuance of this rule and practice at those markets where it is still in effect, and request that our officers co-operate with the officers of other State Organizations to that end.

To Establish a Higher Grade of Hard Winter Wheat.

WHEREAS, an effort is being made through the State Agri. College to locate large quantities of wheat of a kind and variety best adapted to Kansas conditions, and which will help to establish a higher grade of Kansas hard winter wheat, not only improving the yield but assisting in establishing in the markets of the world a reputation for Kansas wheat and flour, and

WHEREAS, the College has not sufficient means at hand for carrying such work into effect, be it

RESOLVED, that the Kansas Grn. Dirs. Ass'n heartily endorses the efforts of the College and recommend that such moral and financial support should be given to its efforts as will enable it to carry on this work to best results, and be it further

RESOLVED, that a com'te of five be apptd ship, and to maintain firmly the popular committees from the Northern Kansas Millers Club and the Southern Kansas Millers Club to devise ways and means to best accomplish this result, and that we urge our members to render such financial assistance to the College through the Com'te as is in their power.

The election of officers resulted in the selection of R. Earl Cox, Elsmore for President; Paul Miller, Salina for Vice-Pres.; E. J. Smiley, Topeka, Secy-Treas. Directors: S. J. Thompson, Holton, for 1st district; Perry N. Allin, Coffeyville for 2d district; Eugene Kelly, Wichita for 3rd district; M. S. Graham, Zurich for 4th district.

Paul Miller: I move that the Ass'n adopt a color and size of placard to be placed on the car doors, to bear the name and address of shipper also contents of car, weight and grade. Carried.

Chief Inspector White: If the Attorney General of Kansas says we have authority to establish an office at the Board of Trade Bldg., draw samples from cars and do the grading in the office I propose to do it.

J. A. Pribble: I move that we declare in favor of office inspection of grain. Carried.

S. J. Thompson: I move that Mr. White and E. J. Smiley be appointed a

Com'te to confer with the Atty Gen'l to secure if possible office inspection of grain by the Kansas Dept. Carried.

Adjourned sine die.

Convention Notes.

The best meeting, the largest attendance and the most enthusiasm.

Nebraska dealers in attendance included E. Bossmyer, Superior, C. L. Weeks, Omaha.

From the Lone Star State were E. R. Kolp of E. R. & D. C. Kolp, and E. M. Rogers of Ft. Worth.

H. B. Dorsey of Ft. Worth and Allen Early, Amarillo arrived late as did O. A. Talbott, Keokuk, Ia.

Iowa's delegation included M. McFarlin and G. A. Wells, Des Moines, and G. A. Stibbens, Red Oak.

The latest pattern Richardson Automatic Grain Scale of 1,000 bu. per hr. capacity was exhibited by A. Barry.

The social feature was greatly promoted by having meeting hall and headquarters all under the same roof.

Ex-Pres. L. Cortelyou altho no longer in the grain business could not resist the temptation to meet his old friends.

The supplimen among the late arrivals included W. H. Kaiser of the Weller Mfg Co., J. R. Ritchey, Mr. Witt and A. G. Olds.

Chicago's delegation included H. A. Foss and A. E. Schuyler of the Board of Trade Weighing Dept. and P. S. Goodman.

The official badge included a handsome watch fob which can readily be detached and worn, the charm being an ornate Ass'n emblem.

A working model of the Mattoon Grain Conveyor Co.'s Pneumatic Grain Conveyor was exhibited in a parlor adjoining the Convention Hall.

Missouri Dealers in attendance were E. P. Crispin, DeWitt; H. Harroun, St. Joseph, F. D. Bruce, Dearborn, T. P. Gordon, St. Joseph.

Grain cleaner salesmen in attendance included J. H. Henderson of the Huntley Mfg. Co. and F. J. Murphy of the Invincible Grain Cleaner.

Elevator Builder P. H. Pelkey had a room next to the convention hall and exhibited photographs and plans of many elevators erected recently.

An Avery Automatic Scale operated in the rotunda by expert machinist A. J. Brown attracted much attention, and Ben P. Ordway took the orders.

The one souvenir of the convention a combination glass paper weight, calendar and pen rack distributed with the compliments of Morri's Grain Co.

Tardy arrivals from Oklahoma included G. M. Cassidy, Tonkawa; J. W. McSpadden, Tahlequah; Geo. C. Sohlberg and C. V. Topping, Oklahoma City; C. J. Wolaver, Muskogee.

Oklahoma dealers in attendance included J. H. Shaw and W. M. Randels of Enid; J. C. Pearson Marshall; T. L. McCormick, Leona and D. C. Kolp of Oklahoma City.

Missouri additions to previous arrivals W. H. Harroun, St. Joseph; A. H. Hall, Amsterdam; R. L. Ferrill, Mosby; J. B. Hupp, Pratt, J. S. Braden, Amsterdam; Harvey, Reed, Drexel.

Late arrivals from Nebraska: G. P. Bissell, Central City; Wm. Townsend, Barneston; M. May, Hastings; D. C. Hauck, Fairbury; E. May, Pauline; W. C. Weiters and J. H. Powell, Lanham.

Identification badges were supplied by the Grain Dealers Mutual Fire Ins. Co., so that all it was necessary to do when desiring to learn the name of one in attendance was to pull the string on his lapel.

Dealers in attendance from Wichita were N. H. Keith, James Dobbs "The Bishop," C. W. Binkley; Eugene A. Kelly; Geo. Koch; S. H. Pitts; P. H. Pelkey; J. C. Robb; R. R. Sherar; F. D. Stevens; H. C. Thompson; C. E. R. Winthrop; W. F. McCullough; H. F. Probst.

Insurance men were out in force, the Grain Dealers Mutual Fire Ins. Co., being represented by Sec'y. C. A. McCotter, C. R. McCotter, W. M. Sloan and I. S. Rexford; the Southwestern Agency of the Mill Mutuals by Chas. H. Ridgway and R. G. Shaw and the Millers' Mutual Fire Ins. Ass'n of Ill., by Rollie Watson.

Eight new firms were admitted to membership: Amos H. Hall, Amsterdam, Mo.; Farmers' Grain & Supply Co., Olmitz, Kan.; Oak Hill Lumber & Grain Co., successor to S. R. Hutchison, Oak Hill, Kan.; Bert Harnett, successor to W. C. Brown, Palmer, Kan.; Shannon Grain Co., St. Joseph, Mo., operating eltrs at Bird City, McDonald and Beardsley; John Rawlins, Winfield, Kan.; S. P. Taylor, Onago, Kan.; Kelsey-Beverly Grain Co., Winfield, Kan.

Among the dealers from Kansas were the following:

P. N. Allin, Coffeyville; J. E. Andrew, Carden; E. N. Bailey, Baileyville; J. V. Burroughs, Plainville; E. M. Blanchard, Topeka; O. F. Brewer, Norway; R. A. Braik, Erie; C. R. Burger, Reserve; J. C. Bradley, Rossville; A. A. Bradley, Harlan; B. F. Banker, Jamestown; J. M. Black, Lebo; E. Berry, Bluff City; M. W. Bulmer, Michigan Valley; A. H. Bennett, Topeka; T. B. Bonebrake, Osage City; Lee Baumgartner, Bern; E. M. Blue, Protection; A. E. Barkemeyer, Sedgwick.

R. E. Cox, Elsmore; L. Cortelyou, Muscotah; C. E. Curran, Concordia; O. L. Crouch, Metcalf, Caldwell P. O.; John Carroll, Chapman; E. B. Cool, Fowler, Kan.; D. Coleman, Denison; H. S. Crawford, Stafford; M. W. Cardwell, Perry; J. M. Decker, Concordia; H. B. Dougan, Robinson; O. Denton, Leavenworth; R. W. Dockstader, Cawker City; J. H. Dougan, Robinson; J. C. Dopp, Glasco, Kan.

W. C. Evans, Schroyer; Fred Fisher, Frankfort; A. L. Fisher, Hudson; R. French, Partridge.

S. C. Groth, Ellsworth; M. S. Graham, Zurich; C. A. Geiger, Robinson.

Wm. Hulbert, Overbrook; O. W. Hutchinson, Overbrook; J. C. Haines, Augusta.

F. A. James, Burden.

J. E. Hughes, Culver; J. Hitz, Hudson; B. Harnett, Palmer; W. F. Hinerman, Brookville; W. I. Hammel, Moran; N. Harter, St. John; S. E. Harburger, Atchison; J. E. Houston, Fairview; J. H. Hillier, Dodge City.

J. B. Jennings, Jennings; E. M. Jolly, Topeka.

C. A. Kalbfleisch, Harlan; J. H. Kinnear, Powhattan; C. D. Kinnear, Powhattan; W. D. Kuhn, Holton; W. C. Kiely, Wheaton; I. B. Kirkpatrick, Oswego; W. A. Krause, La Crosse.

W. E. Lukens, Corning; J. F. Lukert, Sabetha; J. A. Lyons, Langdon.

D. W. Mowrey, Gardner; E. A. Mowrey, Raymond; J. McAdams, Minneola; J. D. Mead, Ft. Scott; F. S. Miller, Luddell; O. McNulty, Thayer; C. S. Meyer, Atwood; Chas. D. Marshall, Clifton; Fred Mosher, Belleville; T. L. McCormick, Leona; J. E. Mills, Barretts; D. F. McCarthy, Bronson; E. A. Miller, Bigelow; W. A. Miller, Anthony; M. Marshall, Simpson; Frank Montgomery, Stockton, Kan.

C. H. Neal, Olathe; J. W. O'Connor, Hartford.

T. J. Pace, Sabetha; H. F. Probst, Arkansas City, Kan.; P. D. Perll, Marysville; C. L. Parker, Sabetha; W. C. Peterson, Reserve; I. A. Pribble, Salina.

S. T. Roach, Englewood; Ben Rein, Bison; J. E. Rule, Clayton; James Robinson, Potter; J. E. Robinson, Corning, Kan.

C. D. Schmidt, Frederick; J. T. Stout, Hutchinson; E. Siefkes, Hudson; Wm. Schrenkler, Walker; J. H. Strahm, Berwick; B. E. Stratton, Powhattan; G. F. Sanford, Belleville; A. Stramel, Bison; C. A. Smith, Wellsville; J. T. Sanders, Corn-

ing; C. E. Sheldon, Everest; J. B. Sager, Clyde; E. M. Stull, Palco; W. R. Smith, Effingham; H. L. Strong, Conway Springs; J. Starbuck, Horton.

M. P. Thielen, Irving; Wm. Townsend, Barneston; C. B. Tripp, Centralia; C. R. Tombs, Wellsview; S. J. Thompson, Holton; O. C. Thomas, Danbury.

G. E. Vining, Mahaska; H. Work, Ellsworth; H. W. Wickham, Salina; A. Wanger, Vining; W. S. Washer, Atchison; C. E. Williams, Hlatville; A. J. Wilson, Green; E. H. Webster, Manhattan; W. O. Woods, Liberal; R. E. Weaver, Simpson; T. S. Wise, Reserve.

M. J. Young, Coffeyville; W. S. Yundt, Arlington.

Crop Reports.

[Continued from Page 150.]
INDIANA.

Flat Rock, Ind.—Wheat acreage is 110%. About 50% of the corn is back.—R. M. Nadling.

Cicero, Ind.—Wheat crop getting along fine so far, same acreage, 40 to 50% of the corn and 25% of the oats out.—E. E. Cornthwaite.

Mortinsville, Ind.—Wheat looking good, acreage 20% excess; ½ in farmers' hands. Every bushel of corn graded No. 3.—Branch Grain & Seed Co.

Tipton, Ind., Jan. 13.—I believe this ice is going to be hard on the wheat, about 10% larger acreage than last year, 50% of the corn out.—G. G. Davis.

Lincoln, Ind., Jan. 18.—Wheat not looking very good, 15% more sown this year than last. About 50% of corn crop in farmers' hands.—A. P. Watkins.

Rossville, Ind., Jan. 12.—Wheat was getting along fine up to this ice; very large acreage; more fertilizer used this fall than ever before.—F. P. McComas.

Walton, Ind., Jan. 18.—Wheat looks fine, acreage 50% larger than last year, 75% corn crop in farmers' hands, one-third graded No. 3.—Phillips & Bechdol.

Attica, Ind., Jan. 31.—Wheat damaged some; little larger acreage than last year; 20% of the corn and 33½% of the oat crop in farmers' hands.—Stafford Grain Co.

Brooklyn, Ind.—Wheat not looking very well in this section, short acreage, good stand. One-half of the corn crop in farmers' hands.—Hughes Lbr. & Grain Co.

State Line, Ind., Feb. 1.—Wheat isn't in very good shape; 33% larger acreage than last. About ½ of the corn and oat crop in farmers' hands.—M. A. Current & Co.

Atlanta, Ind.—Wheat is in pretty good condition; acreage is 20% larger than last year. About 75% of the corn, 25% of the oats back.—H. L. Holly, Walton & Whisler.

Huntington, Ind.—Wheat looks well, little larger acreage than last year, fully ½ of the corn crop in farmers' hands, most of our corn graded No. 4.—Weber & Purviance.

Huntington, Ind.—Prospect for wheat is good, 10% more wheat sown than last year. About 75% of the corn crop is back; all of corn we shipped graded No. 3.—C. E. Bash & Co.

Manson, Ind., Jan. 11.—About 50% of the corn and 30% of the oats back. Wheat getting along very nicely, acreage is 120% compared with last year.—S. Van Steenburgh.

Morristown, Ind., Jan. 14.—Wheat getting along fine, acreage is little larger than last year. About 60% of the corn crop in farmers' hands; all grading No. 3.—Patten & Zike.

Whiteland, Ind., Jan. 15.—Wheat crop looking good, acreage about the same as last. Almost all of our corn graded No. 3.—Otto Sharp, mgr. Whiteland Grain & Coal Co.

Wabash, Ind.—Wheat went into the winter in fine condition; 25% more wheat sown than last year. About ¾ of the corn crop in farmers' hands, about 50% graded No. 3.—W. A. Elward.

Marshfield, Ind., Jan. 31.—Wheat is damaged a little by the ice that has been on it the last month; same acreage as last. About 30% of the corn and 15% of the oats in farmers' hands.—Flinch & Ermentrout.

Attica, Ind.—Wheat crop is somewhat damaged; acreage is 15% larger than last year. About 30% of corn, and 40% of the oats in farmers' hands to be marketed.—Jones Bros.

Franklin, Ind., Jan. 15.—We had one of the biggest runs of corn in years, quality was bad, 33½% is back in farmers' hands. Wheat crop getting along nicely, same acreage as last year.—Valentine & Valentine.

Sycamore, Ind., Jan. 17.—Wheat looking very good, acreage is 33½% larger than last year; about 50% of the corn in farmers' hands, very little of our corn graded No. 3.—C. F. Cranor.

Rushville, Ind., Jan. 14.—Wheat crop looking fine, acreage is 10% larger than last year. About 60% of the corn in farmers' hands, not over 40% of our corn graded No. 3.—T. H. Reed & Son.

Arlington, Ind., Jan. 12.—We had the finest corn this year that we've had in 42 years; 50% still in farmers' hands, 75% grading No. 3. Wheat crop is fair, full acreage.—R. Hutchinson.

Huntington, Ind., Jan. 19.—Wheat is in pretty good shape, normal crop. More than half of the corn is in farmers' hands; all the corn we shipped graded No. 3.—J. F. Winebrenner, Son & Co.

Morristown, Ind., Jan. 14.—About 50% of the corn out; we had but 3 cars of off grade corn out of 80,000 bus. Wheat is looking good, acreage 80% compared with last year.—H. J. Wolf, Mull Grain Co.

Mooresville, Ind., Jan. 17.—Wheat acreage is about an average. About 75% of corn in farmers' hands; about ¾ of the corn we shipped graded No. 3.—Comer & Searce Co.

Edinburg, Ind., Jan. 15.—Wheat crop looks pretty sick, acreage larger than last year. One-half of the corn crop in farmers' hands, 50% of our corn graded No. 3.—D. R. Webb.

Connersville, Ind., Jan. 14.—Wheat not looking very good; acreage is short. Corn crop almost all in farmers' hands, using it for feeding purposes. All our corn graded No. 3.—J. F. Carlos.

Centerton, Ind., Jan. 17.—Wheat looks fine, acreage about the same as last year, not over 25% of corn crop in farmers' hands, all of the corn I shipped graded No. 3.—J. Rothrock.

West Lebanon, Ind.—Wheat crop looks pretty bad at present, smothered out; acreage sown about the same as last year; about ½ of the corn and ½ of the oats back in farmers' hands.—Sam Erskine, mgr. West Lebanon Grain Co.

Williamstown, Ind., Jan. 31.—Fifty per cent of the wheat sown is killed, about 90% of an average crop, 50% of corn, 30% of the oats, and 20% of the wheat still in farmers' hands.—P. C. Miller.

West Lebanon, Ind., Jan. 31.—Wheat crop is in pretty good condition for this time of the year; same acreage sown as last. About ½ of corn and 10% of the oat crop in farmers' hands.—E. S. Kimball, mgr. Ira Cadwallader.

New Haven, Ind.—About ¾ of an average wheat crop; considerable smut in the wheat, caused by farmers not selecting clean seed; About ½ of corn crop in farmers' hands; 60% of what we shipped graded No. 3.—Nathan & Levy.

Cammack sta., Muncie p. o., Ind.—Much corn yet in farmers' hands, 50% anyway. Corn is going up; farmers in our section hold on when price goes up and let go when it is going down. The corn I shipped graded out good, best corn I've ever had.—John Howell.

IOWA.

Hancock, Ia., Jan. 28.—About 40% of the corn crop is yet in the fields. With 12 to 16 inches of snow on the ground farmers can not gather it until the snow goes away. Corn that stands up or on the stock is in good condition, but that lying on the ground is damaged. About 50% of the corn gathered before the snow came has been marketed.—J. C. Lake, agt. Des Moines Eltr. Co.

KANSAS.

Holton, Kan., Feb. 9.—Our wheat has been very poor and little of it has graded better than No. 4. About 10% of the crop is still in farmers' hands. Corn has been of good quality and graded well, 30% still in farmers' hands. Growing wheat does not look well.—S. J. Thompson.

Galva, Kan., Feb. 3.—Roads are bad here now and not much grain is moving. Wheat does not look its best; the recent heavy frost and cold weather has pulled it up considerably, altho it is alive and its roots are in the ground. If farmers would run a heavy roller over the wheat it would save much, in my estimation, for that would put the plant down in the ground to start its growth in good shape. I have been to several fields since this warm weather set in.—D. J. Razlaff, mgr. Wall & Rogalsky Mfg. Co.

MICHIGAN.

Byron, Mich., Jan. 28.—Wheat is looking well.—W. F. Close.

Albion, Mich., Jan. 28.—Wheat looks good.—F. E. Nowlin.

Shepherd, Mich.—Grain crops are good, bean crop a little light.—C. H. Estee.

Elkton, Mich., Jan. 28.—Wheat looking fairly good, good winter so far.—Elkton Eltr. Co.

Fowlerville, Mich., Jan. 28.—Don't know what the ice will do to wheat.—E. W. Burkhart.

Remus, Mich.—Wheat looked very good; a fair acreage put out this fall.—D. Mansfield & Co.

Harbor Beach, Mich., Jan. 28.—We have a good prospect for wheat.—R. M. Jenks of Huron Mfg. Co.

Blissfield, Mich., Jan. 29.—Prospect for growing wheat is good, same acreage; plenty of oats in farmers' hands.—J. J. Walper & Co.

So. Rockwood, Mich., Jan. 26.—Wheat crop looking good; acreage is 20% larger. About ¼ of the corn crop and 20% of the oats in farmers' hands.—John Strong & Son.

Riga, Mich., Jan. 29.—Wheat isn't looking very good, smaller acreage, over 50% of the corn and 25% of the oats in farmers' hands.—J. J. Walper.

Monroe, Mich., Jan. 26.—Wheat crop damaged a little by ice; acreage is short. About 75% of corn crop in farmers' hands.—Amendt Mfg. Co.

Adrian, Mich., Jan. 29.—Prospects are fair for a normal crop of wheat, larger acreage; about ¼ of the wheat and oat crop in farmers' hands.—Cutler, Dickerson & Co.

Blissfield, Mich., Jan. 29.—Growing wheat was looking good before the ice was on it; acreage is short, quite a quantity of oats and practically all the corn in farmers' hands.—H. J. Luce, mgr. Blissfield Mfg. Co.

MINNESOTA.

Brandon, Minn., Jan. 31.—Grain in this vicinity is about ¾ in.—Geo. A. Beernink, agt. Andrews Grain Co.

NEBRASKA.

Diller, Neb., Feb. 4.—Winter wheat is looking fine; about 30% of the corn still in the fields.—A. L. Tinstman, agt. Central Granaries Co.

Omaha, Neb., Feb. 2.—Corn is moving very freely; not so much wheat and oats; if weather should turn warm in 48 hours corn would be in a serious condition.—S. P. Mason, Nye Schneider Fowler Co.

Manley, Neb., Jan. 29.—Very little corn has been moving this winter in this section as there was so much snow the shellers could not move from place to place; my estimate of the 1909 crop of corn is that it will not be more than two-thirds of the 1908 crop; not more than 10% of the wheat and 10% of the oats in farmers' hands here; some of our farmers say their wheat has been smothered by the heavy snow that has covered it since Dec. 3.—W. B. Essick, mgr. Manley Co-op. Grn. Ass'n.

Deshler, Neb., Feb. 3.—Outlook for wheat crop in this vicinity is not flattering; great deal of the wheat is injured by freezing and thawing, thereby letting the plant out of the ground; a small percentage of last year's wheat crop still in the stack and will not be threshed until late in the spring; a small portion of the corn also is still in the field; none of last year's corn has been sold, farmers not being able to shell and market it on account of prolonged cold weather.—J. H. Aufderheide, prop. Deshler Roller Mills.

OKLAHOMA.

Oklahoma City, Okla., Jan. 29.—Wheat looks fine in Oklahoma and southern Kansas, the best for 10 years grain men and farmers claim.—McClellan Construction Co.

SOUTH DAKOTA.

Freeman, S. D., Feb. 3.—Corn is not in condition as farmers have too many open cribs; about 25% of the small grain still in farmers' hands.—W. H. Borman.

Platte, S. D., Feb. 1.—Quite a lot of grain is moving from farmers into eltrs.; railroads, however, do not seem to handle it; stands on track a week or 10 days. At least 40% oats, wheat and barley in farmers' hands and about 75% of corn; latter will not move till June; 35% of corn still in the fields; corn stands up nicely; is not broken down.—Paul Rossbach, mgr., Farmers Co-op. Co.

WISCONSIN.

Zanoni, Wis., Jan. 31.—Crops very poor here last year owing to severe and continued drouth; some crops almost total failure; I have lived in this vicinity nearly 40 years and last season was the worst that I have any recollection of; did not have any good rain that would wet the ground down; after the snow went off in the spring we had frequent showers till July 1.—H. D. White.

Grain Trade News

ARKANSAS.

Beebe, Ark.—Honea & Son have opened a wholesale grain business.

Lonohe, Ark.—The Arkansas Rice Co. has been organized by Boston men interested in rice lands in this county. Frank N. Ganong is vice pres. and general mgr.

Little Rock, Ark.—With two other men I am preparing to enter the wholesale feed and grain business, with substantial backing. We expect to incorporate.—George H. Askew.

Argenta, Ark.—The eltr. here formerly owned and operated by the Bunch interests, that has been closed since the T. H. Bunch Co. went into receivers' hands last fall, has been reopened by the Iron Mt. R. R. Co. and will be operated as a public eltr. as are the other eltrs. controlled by that road. Including bins and warehouses the eltr. has a capacity of 250,000 bus. J. F. Sanders, formerly in charge of the Iron Mt. eltr. interests in Leavenworth, Kan., has charge of the plant.

Little Rock, Ark.—The T. H. Bunch Co. on Jan. 31 filed an answer in the federal court to the bankruptcy petition filed against it by the Brook-Rauch Mill Eltr. Co. The answer charges that R. T. Brook instituted the bankruptcy proceedings, not for the purpose of securing as much as possible for the creditors of the company, but to carry out a threat which he made when an alleged unlawful preference was refused him. In the first paragraph of the answer the T. H. Bunch Co. denies that the petitioners are creditors and denies that it is insolvent within the meaning of the provisions of the federal bankruptcy act.

CANADA.

Asquith, Sask.—The Asquith Mfg. & Eltr. Co., Ltd., has been incorporated.

Montreal, Que.—The Corn Exchange Ass'n gave its annual drive and dinner Jan. 22.

Regina, Sask.—The Bureau of Statistics, Dept. of Agri., reports 842 grain eltrs. in this province, having a total capacity of 24,279,000 bus.

Goderich, Ont.—The Western Canada Flour Mills Co. proposes to build an annex increasing its eltr. capacity by 500,000 bus. The town's co-operation has been asked in the way of a fixed assessment for this company and the Goderich Eltr. & Transit Co., that will build a similar annex.

Port Colborne, Ont.—The government eltr. here, that cost \$1,000,000 and has been in operation less than a year, handled about 2,000,000 bus. of wheat thru lighterage; of which 250,000 bus. were exported, 970,000 went to Montreal and 780,000 bus. were consumed at nearby points and Toronto.

Edmonton, Alta.—Premier Rutherford and Minister of Agri. Marshall met the United Farmers Ass'n here recently and asked the farmers to prepare and submit some practical scheme for government ownership of eltrs., when the government would be prepared to give it effect thru legislation.

St. John, N. B.—L. R. Ross, terminal agt., shows the increase in the grain business of the eltr. of the Intercolonial Ry. here in his statement that in 1905, the first year the eltr. was in operation, it handled 72,214 bus.; the next year, 347,226 bus.; in 1907, 685,771; in 1908, an off year, 363,393 bus.; last year, 1,431,176; and this year it is expected to handle approximately 3,000,000 bus.

Saskatoon, Sask.—James Leslie and James R. Wilson, who sold out three years ago to McNab & Chubb are now re-entering the business as members of the reorganized and enlarged Saskatoon Mfg. & Eltr. Co., that will likely have an authorized capital of \$150,000. Shares of the paid-up capital will be divided equally between B. Chubb, H. R. Chubb, A. P. McNab, James R. Wilson and James Leslie. Their new company will take over all the eltrs. of both the Leslie-Wilson Co. and the Saskatoon Eltr. Co., nine altogether, here and at Cory, Duck Lake, Zelandia, Lloydminster, Blucher, Elstow and two at Vanscoy. The new plant they will build here will include a 100,000-bus. eltr., and completed will represent an outlay of at least \$100,000 in buildings and equipment.

CHICAGO.

Discounts on low grade corn are increasing.

A. R. Sawers and family have gone to California for a month.

Willis Counselman has sold his membership in the Board of Trade.

The Board of Trade membership of the late John Farson has been taken by his son William Farson.

The embargo of the Ill. Cent. R. R. against grain for Chicago has been cancelled.—W. M. Hopkins, mgr. transportation Dept., Chicago Board of Trade.

Levi S. Baker died Jan. 26, aged 83. He was born in Vermont, had lived in Chicago 63 years, and was many years in the grain business. He is survived by a married daughter and three sons, Frank L., Frederick S. and Wm. L. Baker.

Gerstenberg & Co., on Jan. 7, received a car of spring wheat from North Dakota which had been on the road since Nov. 16, 1909. This is about the record in delayed shipments and illustrates the serious difficulties the northwestern roads have had to contend with.

By a referendum vote in 18 Chicago switching yards employing about 4,000 switchmen, 3,007 voted in favor of a strike if the railroads did not grant an increase in their wages, and 91 voted for arbitration; this decision to be delivered to the railroad general mgrs., Feb. 10.

Thomas A. Ennis and Charles F. Stoppani, members of the bankrupt firm of Ennis & Stoppani, a New York stock and grain house that failed last April with assets of \$600,000 and liabilities of over \$1,000,000, have been expelled from the Chicago Board of Trade.

The increase in the amount of hay coming to this market naturally has caused quite a break in prices in the last couple weeks. However, it looks as tho

market had struck a level, and that prices would remain as good as they are now for some time to come.—W. R. Mumford & Co.

The directors of the Board of Trade have appointed the following officials for the ensuing year: E. A. Hamill, treas.; George M. Reynolds, treas. clearing house; Samuel Powell, mgr. clearing house; James F. Lee, assistant mgr. clearing house; Charles F. Lias, inspector and registrar of flaxseed, and Robert P. Kettles, chief grain sampler.

The Chicago Claim Conference has published "Freight Claims" in pamphlet form, giving the results of a joint meeting of a committee from the C. C. C. with representatives from the Chicago Board of Trade and from other ass'ns. It explains how to present and trace claims, and gives a list of names of the claim officials of the different rail lines.

At the annual election of the Board of Trade Clerks' Fellowship Club, Jan. 28, Emil Newman was elected pres.; J. J. Fleming, vice pres.; and John H. Darcey, sec'y-treas.; directors, Harry Schaack, Dan Laughlin, Tim Kiley, Frank Murphy and Joseph Griffin. Tom Costello, the retiring treas., was voted \$100 for his faithful work during the past year.

At their meeting Jan. 25 the directors of the Board of Trade reappointed Henry S. Robbins, attorney; W. M. Hopkins, mgr. of the transportation department; H. A. Foss, weighmaster and assistant to the market report committee; receivers' agents, Patrick O'Connor, W. E. Irwin, D. S. Laumann, Robert Bebb, Perry Voorhees, T. F. Costello, W. J. Foss, and W. M. Barringer.

William P. Dickinson, a veteran member of the Board of Trade, died suddenly of heart failure, Jan. 30, aged 89. He was born in Hadley, Mass. When 40 years of age he came to Chicago and soon built up a large commission business. He is survived by a widow, an unmarried daughter and three sons, William, Theodore G. and John W. Dickinson. All but the latter live here.

James M. Wanzer, head of the firm of Wanzer & Co., died Jan. 26, aged 81. He was born in Fairfield, Conn., came to Chicago 45 years ago, was a member of the Board of Trade 37 years and at one time a director. He retired from business 18 months ago. He is survived by his widow, two married daughters and a son, W. B. Wanzer of Oak Park, who is also a member of the Board of Trade.

Board of Trade memberships continue to advance in price. The top price last year was \$2,500 and the lowest \$2,400. Deducting the increased transfer fee of \$75, the net advance during the last few months has been about \$500. The big increase in the recent demand has cleaned up most of the memberships for sale and offerings now are light. One sold Feb. 4 at \$3,025; of which the seller netted \$2,800, the \$225 being used for transfer and commission expenses.

Three handsome silver cups, trophies purchased by members of the Board of Trade to be presented as prizes to the winning teams of the Chicago Board of Trade Indoor Baseball League, were on exhibition in the exchange hall, Feb. 5, and will be on view in the president's room until awarded. So far the team of the Armour Grain Co. leads with ten games won and two lost; Bartlett-Patten's team has won nine and lost three; and Chapin's has won eight and lost three games. Former President Bunnell

suggested the presentation of the trophies.

Membership in the Board of Trade has been applied for by William H. Dickinson, Thomas J. Tobin and Walter Alfred Long. Transfer of membership has been applied for by Arthur D. Heffron, Gilbert N. Davis, John D. Armstrong, Nathan Dickinson and the estates of F. E. Dickinson and Henry C. Pollock. The directors recently admitted to membership E. W. Todd, William E. Johnson, Milton J. Whitely, John N. Allen, Parker Saunders, Thomas F. Molyneaux, John Monroe Simpson, James Richard Lucas, William Farson, Frank Ghiselli, George R. Argo, James R. Williston of New York and Henry P. Watson of Minneapolis.

A committee representing the grain receivers on the Board of Trade held a conference with Commissioner James S. Harlan of the Interstate Commerce Commission, Jan. 27, in regard to the deplorable traffic conditions prevailing on most of the roads entering Chicago. Grain has been on the tracks four to eight weeks that should have come forward in three to ten days. The grain men alleged that the delayed movement was due more to defective equipment, a lack of motive power, rolling stock and track-clearing machinery and an appalling condition of locomotives and cars causing disastrous accidents, than to the recent cold weather the railroad authorities claimed caused poor operating conditions, and that the delay in receiving shipments was causing a strained feeling in the grain trade because so much money was tied up in these delayed cars and an uneasy feeling in financial circles.

John Dickinson, who failed for \$215,000 in Feb., 1909, and whose hearing before the referee in bankruptcy has been delayed repeatedly by his failure to appear, came before the referee Jan. 27 and was questioned by the attorney for about 100 creditors. Mr. Dickinson said he began the brokerage business in Chicago in 1896 with a capital of \$1,000 and afterwards opened an office in New York, but that during the last two years he was in business he lost money continuously. He alleged that just prior to his failure one man in his New York office took \$20,500 outright; that a few hours before he sailed for Europe he gave William T. Hoops, manager of the New York office, a check for \$10,000 with which to pay a number of debts; that he took \$1,200 with him on his hurried departure for Europe, where he lived with friends and at cheap hotels, and that since his return he has been on his wife's farm in California and has lived on borrowed money. His hearing was continued until Feb. 21 and he returned to California.

In a hearing before Interstate Commerce Commissioner James S. Harlan, Jan. 28, Chicago grain interests asked the commission to open the way to the Southeast. W. N. Hopkins, traffic mgr. of the Board of Trade, asserted that the alleged reasons were not sufficient to justify the commission in permitting the railroads to keep in force the discrimination against this market, which makes it impossible for Chicago to draw grain from a territory common to it and the other gateways and to market it in their common territory, the Southeast, chiefly the states of Alabama, Georgia, Florida, a half of South Carolina and a portion of Tennessee. This discrimination is evidenced by the fact that grain from the West can be hauled thru Elwood, only 50 miles from Chicago, to Birmingham at a

lower rate than it can be hauled thru Chicago. George A. Hogge told the commission that in 1907 a total of 59,000 car loads of grain were marketed in the Southeast and of this amount the Chicago market sold 3,411 cars, or not quite 6% of the total business. He alleged that practically no Nebraska oats ever found their way into the Chicago market, Nebraska produces approximately 13,000 carloads a year, yet Nebraska oats are not available to the Chicago market for sale in the New England markets. J. V. Magee of Cairo, Ill., and Alfred Brandeis of Louisville, Ky., were among the other witnesses before the commission.

ILLINOIS.

Forrest, Ill.—Riley & Wallace have succeeded R. J. Riley.

Fullerton, Ill.—A. A. DeLong has succeeded T. D. Pletsch.

Fairmount, Ill.—I will install a new automatic scale in the eltr. here.—O. C. Benson.

Fairmount, Ill.—We installed a new Western Gyration Cleaner in our eltr.—Geo. W. Catlett.

Barry, Ill.—J. G. Woolery has succeeded W. A. Long as manager of the Barry Mill & Grain Co.

Alexander, Ill.—We have installed a new International Double Cylinder Gasoline Engine in our eltr.—Fred B. Six Grain Co.

Sidney, Ill.—We have put a new pair of scales, and one 25-h. p. boiler in our eltr. here.—Porterfield Bros.

Osman, Ill.—Mr. Albin of Lotus has succeeded L. Lane as mgr. for the Howard Grain, Eltr. & Merc. Co.

Priscilla, sta.,—Lostant p. o., Ill.—R. C. Phillips & Co. have succeeded the Illinois Granaries Co. at this point.

Thomasboro, Ill.—A. M. Duvall, mgr. of the Thomasboro Farmers Grain, Lbr. & Coal Co., has resigned on account of ill health.

Hennepin, Ill.—The new eltr. of the Turner-Hudnut Co., replacing that burned some months ago, has been put in operation.

Yorktown, Tampico, p. o., Ill.—The 10,800-bu. eltr. of Mathis Bros. & Co. has been completed and is now used for storage purposes.

Dwight, Ill.—M. L. Merritt and George B. Hager, who leased the eltr. of George L. Kern, operate under the name of the Dwight Grain Co.

Monmouth, Ill.—Fenton Johnson, who was at one time engaged in the grain business with Marcus Belden, died recently aged 76 years.

Odell, Ill.—Nicholas Wolf has purchased the interest of M. H. Craven in the eltr. of Gulshen & Craven and will take charge Mar. 1.

Litchfield, Ill.—C. B. Munday's name appears among those of the organizers of two new Chicago banks, each to be capitalized at \$1,000,000.

Weston, Ill.—Wessels & Cooper have torn down the old eltr. they recently bot here from J. P. Shearer, formerly owned by Wm. Haines & Co.

Chatham, Ill.—Wesley Froman is the new mgr. at the eltr. owned by Vredenburg & Co. of Springfield and leased by E. R. Ulrich & Sons.

Sidney, Ill.—We are considering remodeling our eltr. here and installing a new gasoline engine, a sheller and a cleaner.—Rich & Blankenship.

Dewitt, Ill.—The eltr. Henry Bailey bot of the Lexington Grain Co. will be overhauled before he takes possession.—A. A. De Long, Fullerton, Ill.

Varna, Ill.—James W. Ford, Jr., will operate the eltr. here his father, James W. Ford, Sr., of Forrest, recently purchased from Geo. Pearce & Co.

Haldane, Ill.—The B. P. Hill Grain Co. has let the contract to a local firm for the rebuilding of its eltr. burned Dec. 8. Work will begin immediately.

Manteno, Ill.—Will West of West Bros. Grain Co. has been here for a few days operating the eltr., owing to the ill health of Mr. Adams, the company's agt.

Henning, Ill.—Farmers in this vicinity are considering building an eltr. They have appointed W. R. Seymour and Peter Vandervoort to investigate the matter and report.

Stonington, Ill.—Lawrence Bell has brot suit against the Stonington Farmers Grain Co. for \$2,000 loss on the grain he had stored in the company's eltr. when it burned a few months ago.

Bushnell, Ill.—George L. Weirather will soon build a grinding mill and eltr. combined. For the past few years he occupied a mill owned by Nagel Bros. until it burned Dec. 13.—S. A. Hendee.

Minooka, Ill.—Winfield Brown of the Truby Grain Co. was married recently to Miss Colleps, daughter of George Colleps, who was in the grain business here for 30 years but is now in the bank.

Anchor, Ill.—The Anchor Farmers Eltr. Co. has sued O. M. Stucker, a farmer of this vicinity, to recover \$50 damages for his alleged failure to carry out his part of a contract for the sale of grain.

Lockport, Ill.—The Lockport Grain & Mfg. Co., composed of J. D. and J. W. Dwyer and Michael Fitzpatrick, started operations, Jan. 20, of the plant they bot Jan. 12 from Mr. Fitzpatrick and Chester Allen.

Decatur, Ill.—The new machinery installed in the new eltr. of the Bowers-Niblick Grain Co., built on the site of the old Niblick eltr., was tested Jan. 26. The plant is operated by electricity. Robert Case is mgr.

Paxton, Ill.—C. O. Thrasher bot the eltr. property, grain, coal and feed business of W. H. Westbrook, Jan. 18. Mr. Westbrook will remain in the office for a time, closing up his own business and helping the new owner.

Waterman, Ill.—By the printer's error Roy Wakefield was made to say his assets exceeded his liabilities. The item in this column Jan. 25 should have read: "My liabilities figure up \$12,660 and the assets will range between \$9,000 and \$10,000."

Harvey, Ill.—The Calumet Cereal Co., of Chicago, is establishing a starch factory on the Illinois Central here to consume 7,000 bus. of corn per day. The plant will have storage for 30,000 bus. of corn and will be placed in operation late in February.

Lockport, Ill.—Our company, the Lockport Grain & Mfg. Co., will soon be ready to manufacture oat-meal. We are making no improvements on mill except to put the machinery in perfect order. We are receiving grain of any kind.—Dwyer Bros. & Co., Joliet, Ill.

Strawn, Ill.—John Goembel has succeeded the Farmers Grain Co. that failed last winter. The directors chose him

manager to succeed J. W. Jorden, who disappeared after managing the 30,000-bu. eltr. for two years, and was charged with a shortage in his accounts.

Champaign, Ill.—At the annual business meeting of the Ill. Corn Growers Ass'n Charles A. Rowe of Jacksonville was elected pres.; H. A. Winter of Wenona, treas.; Leigh F. Maxey, Curran, sec'y; and Will H. Young of Athens state vice pres. of the National Corn Growers Ass'n.

Fox, Ill.—I resigned as mgr. and "Co." Nov. 1, and the Fox Eltr. Co. is no longer doing business as such under that title. B. S. Armstrong of Chicago is running the business on the same plan as before the new house was built. His present operator is Bruce Curren.—Mark Havenhill.

New members of the Ill. Grain Dealers Ass'n, as reported by S. W. Strong, sec'y, are: The Dwight Grain Co., Dwight; Karcher & Jackson, Herscher; and Mathis Bros. & Co. of Prophetstown, Ill.; McCord, Crockett & Kolp, Memphis, Tenn.; and the Nashville Grain Co., Nashville, Tenn.

East St. Louis, Ill.—A committee from the Merchants' Exchange of St. Louis and one from the Ill. Grain Dealers Ass'n had a hearing at Springfield, Ill., Feb. 8, before the R. R. & Warehouse Commission in regard to the double weighing charges at this point, which is reported on page 177.

Stonington, Ill.—Work on the new eltr. for the Stonington Farmers Grain Co. will begin at once. It will have 7 corn cribs in connection arranged so wagons can drive thru and dump into cribs. Equipment will include Western Pitless Sheller, automatic scale, manlift, rolling screen, a Western Cleaner, and Burrell Safety Pattern Dumps. Corn can be taken from cribs with 10-inch belt conveyor, 2 legs.

Lincoln, Ill.—The Ill. Traction System is going after the grain business along its lines. It has created a new department to control the freight business so far as the handling of grain is concerned, and has appointed William H. Evans, a wealthy farmer of this vicinity, as head of this new department. He will be known as the industrial agent and will have charge of the location of eltrs. along the branches of the I. T. S.

Held sta., Hopewell p. o., Ill.—John Fehring, mgr. of the Hopewell Grain Co., had purchased some \$24,000 worth of corn and could not get cars to ship it out to Chicago. He complained to the state board of R. R. commissioners, and one of them came here recently to investigate. As a result the Alton officials were notified that they must furnish Mr. Fehring the necessary cars, and that same evening a special train came down from Varna. Ever since his corn has been going out satisfactorily.

East St. Louis, Ill.—Quick work on the evening of Dec. 23 saved the Advance Eltr., operated by the C. H. Albers Com. Co. The watchman discovered fire in the cupola near the scales and, after telephoning to the department, tried to extinguish it himself but was unsuccessful. The firemen had to climb the stairs to a height of more than 100 ft. and pull the hose after them. The building is of frame construction, and is owned by Gilbert Sears & Co. Building

and grain, valued at \$325,000, are insured for \$100,000.

After arranging with the committee for the holding of the annual convention of the Illinois Grain Dealers Ass'n the second week in June, managers of the St. Nicholas Hotel discovered that the Retail Druggists' Ass'n of Illinois had a previous contract. As a result, after a conference with the officers, it has been determined to hold our convention a week earlier, and the 17th annual convention of the Illinois Grain Dealers Ass'n will be held at Decatur on Tuesday and Wednesday, June 7 and 8, with headquarters at the St. Nicholas Hotel.—S. W. Strong, sec'y.

Champaign, Ill.—The "seed and soil special" the T. P. & W. Ry. Co. will run over its line this month will be in charge of Cyril G. Hopkins and other professors of the College of Agri., University of Illinois, who will discuss the three essential points in growing large crops, describe the experiment fields at Urbana and Odin, Ill., and propound such questions as: "if a good ear of corn weighs one pound then 70 such ears would make a bushel, then why is the average yield of corn in Illinois only 35 bus. per acre?" They will explain how to raise 80 to 100 bus. per acre with but little more work.

Bismarck, Ill.—Two eltrs. burned here on the night of Jan. 26. One belonged to James Young and Ray Wood, the other had been purchased by B. F. Traxler from the Nash-Wright Co. of Chicago, but was operated under lease by Young & Wood. The fire started in the plant of Young & Wood either from a hot box or a spark from the cob burner outside the eltr. but connected with it by a galvanized iron spout. The cupola was blazing when the fire was discovered. A high wind drove the flames across the tracks to Mr. Traxler's eltr. Both were total losses, except the gasoline engine and a tank of Young & Wood. Both houses contained about 8,000 bus. of grain, mostly corn. Young & Wood carried \$4,300 insurance on building and \$1,000 on grain. They will rebuild. Mr. Traxler had \$4,500 insurance on the house. He has not yet decided about rebuilding.

Alton, Ill.—Damage to buildings near the new grain tanks of the Stanard-Tilton Mlg. Co. resulted in an order from the police, Jan. 24, to several families to vacate those of which the foundations or walls had cracked and sunk. The tanks had then settled nearly 10 inches. They first caused apprehension in December, when about half full. Since then they have been filled with 100,000 bus. of wheat. The four tanks stand 135 ft. high on a 30-ft. foundation of solid concrete, computed to be of sufficient strength to support them and their contents. Cracks have appeared in the front of the eltr. and some tiles have scaled off. Representatives of the company deny the danger of the collapse neighboring property owners fear, since a careful inspection of the foundations failed to disclose any cracks there; but no attempt had then been made to plumb the walls or level the top of the tanks to determine whether they had been tilted by unequal settling. They will be kept full and closed for several months until it is evident they have stopped settling, and not until then will they be accepted from the contracting firm that built them on its own figures as to strains.

INDIANA.

Petroleum, Ind.—Borror & Evans are considering building an eltr.

McGrawsville, Ind.—Charles Sharp will build an addition to his eltr.

Vera Cruz, Ind.—Studebaker & Son will build an eltr. on the electric line.

Glenwood, Ind.—Murphy & Jinks intend to remodel their eltr. in the spring.

Bourbon, Ind.—George Edinger has resigned as mgr. for the Bourbon Eltr. & Mlg. Co.

Ft. Wayne, Ind.—We have put a new Eureka Separator in our mill here.—Mayflower Mills.

Plymouth, Ind.—F. P. McFadden & Co. are installing a 35-h. p. gasoline engine in their eltr.

Gar Creek, Ind.—We are installing a new Monitor Cleaner No. 5 in our eltr. here.—Nathan & Levy.

North Judson, Ind.—The eltr. of the Peoples Grain Co. is being remodeled to do a regular milling business.

Huntington, Ind.—We have purchased a site on which to build a warehouse for storing seeds.—C. E. Bash & Co.

Knox, Ind.—W. Guyatt & Son have recently installed a new set of wagon scales, also an up-to-date cleaner.

Milton, Ind.—John Kellam fell thru the scales at the grain eltr. recently and badly bruised and sprained his left leg.

Hamlet, Ind.—P. J. Wolf from will continue as mgr. of the eltr. C. Cunningham recently purchased of E. Ward Moore.

Peru, Ind.—We are installing a Nordyke & Marmon Co. line of rolls for grinding feed and meal.—Peru Mlg. Co.

Williamsport, Ind.—We are thinking of enlarging our eltr. capacity from 30,000 bus. to 50,000 bus. this spring.—P. C. Miller.

Demotte, Ind.—The eltr. here controlled by George Ferver of Knox is closed. The grain crop in this locality was very poor.

San Pierre, Ind.—Wm. Sweetzer recently purchased of C. A. Baricklow the eltr. formerly operated by E. Ward Moore.

New Haven, Ind.—I have resigned my position as agent for R. P. Lipe & Co. and gone in business on my own account.—Lon Minsel.

Rich Valley, Ind.—I have installed a new combined Western Sheller & Cleaner in my eltr. at this point.—W. A. Elward, Wabash, Ind.

Rolling Prairie, Ind.—Owing to a recent change in side-trackage facilities, the eltr. of J. A. Wambaugh was moved 17 feet off the right-of-way.

Trafalgar, Ind.—The Trafalgar Eltr. Co. has its new eltr. completed. This replaces the one burned last summer, that belonged to Wm. Suckow.

Ft. Wayne, Ind.—Business very poor, on account of the weather; can't shell our corn because it is too warm, we need some cold weather.—Nathan & Levy.

Nichols, sta., Bingen p. o., Ind.—W. L. Maxwell & Co. have sold their eltr. and grain business to give possession Mar 1. Mr. Maxwell will return to his farm.

Indianapolis, Ind.—We expect to do a general track-buying business and will enlarge eltr. to 200,000 bus. capacity.—L. S. Conarroe, Independent Eltr. & Coal Co.

Plainville, Ind.—A mill will be built here in the spring by a company of substantial citizens. The two eltrs. will con-

tinue to do business as before.—U. G. Barnes.

Kempton, Ind.—O. O. Gossard has taken charge of the eltr. that formerly belonged to Jordan & Son, in which he recently bot a ¼ interest, and will operate it himself.

Goodland, Ind.—Sam Finney of Chicago is establishing private wires and opening offices here, Rensselaer and at Fowler. A. E. Hartley will have charge here and T. E. Hartley at Fowler.

Muncie, Ind.—I. E. Hays has bot and taken possession of the combined mill and eltr. of W. A. Feight, on the Bi-Four 10 miles east of this place. The deal was made thru John A. Rice.

Monon, Ind.—J. L. Hogle traded the farm on which he lived near Winamac, Ind., for the eltr. here of E. W. Finch and took possession Feb. 1.—C. M. Horn-er, proprietor Monon Mill & Eltr.

Evansville, Ind.—Wm. Iglehart, interested in the grain corporations of Iglehart Bros. and the Melrose Mfg. Co. of this city, died Jan. 31 at his home in Salt Lake City, Utah, after long illness with lung trouble.

Arcola, Ind.—I have sold an interest in my eltr. here to F. E. Kavanaugh to give possession Mar. 15. I will retire from the business and Mr. Kavanaugh will manage it under the firm name of Kavanaugh & McFadden.—L. McFadden.

Arcadia, Ind.—The eltr. of Winders & Berg burned Jan. 30. Fire is believed to have originated in the engine room as it was the custom to keep the boilers hot from Saturday until Monday. Several thousand bus. of wheat and corn burned. Loss, \$18,000; partly insured.

Kingman, Ind.—H. M. Brown, his uncle, George F. Mark of Terre Haute, and Joseph Towell have bot the eltr. and mill of Jessup, Nevins & Co. and will operate the plant under the name of the Kingman Grain & Mfg. Co. with Mr. Brown as mgr. Mr. Marks is considering moving here to take an active part in the business.

Westville, Ind.—Carpenters are putting the finishing touches on the new eltr. of Rogers & Lint. When completed it will be one of the best in this locality. The entire building from foundation to cupola is veneered with a thick coating of cement to make it fireproof. The equipment includes a sheller, a Western Gy-rating Cleaner, a 15-h. p. gasoline engine to furnish the power, one leg, seven bins, of 10,000 bus. capacity. The firm is considering installing an overhead dump soon.

Indianapolis, Ind.—The Indiana Eltr. & Coal Co. is a new firm organized by L. H. Jordan of the firm of Jordan & Montgomery. He bot the eltr. here of the Pennsylvania Eltr. & Supply Co. and will make extensive improvements, including a concrete storage building for 50,000 bus. of clover seed. He intends to make Indianapolis a great clover seed market and starts by providing seed storage. Later he will add 100,000 bus. storage capacity to the eltr. L. S. Conarroe of Jordan & Conarroe of Colfax, Ind., will be the business mgr. for the new firm.

IOWA.

Mitchellville, Ia.—J. W. Barrett is preparing to build an eltr. to cost \$5,000.

Matlock, Ia.—The Farmers Eltr. Co. has bot the eltr. of C. B. Brockway.—J. W.

Sioux City, Ia.—The A. Fahlenkamp Grain Co. has succeeded F. C. Ballard.

Cambridge, Ia.—The new eltr. of Inglis Bros. is completed ready for grain.

Inwood, Ia.—The Farmers Eltr. Co. has failed with liabilities about \$10,000.

Arnold, Ia.—White Bros. have bot the property here of the Ober-Kingsbury Grain Co.

Fredonia, Ia.—Farmers in this vicinity are organizing to build a steel and cement eltr.

Radcliffe, Ia.—The Ober-Kingsbury Grain Co. has discontinued business at this point.

Gifford, Ia.—Fuller & Co. are repairing the eltr. they recently purchased here and will erect coal sheds.

Hull, Ia.—The South Dakota Grain Co. has leased the eltr. here of A. H. Betts and is operating it.

Akron, Ia.—The new eltr. for the Farmers Grain Co., replacing that burned last fall, is almost completed.

Des Moines, Ia.—The railroad commissioners will grant a hearing Mar. 8, on changes in rates, and on demurrage rules.

Newhall, Ia.—After a lingering illness John W. Johnson, the well-known grain dealer of this place, died in a Cedar Rapids hospital, Jan. 29.

Boyden, Ia.—The L. J. Button Eltr. Co. of Sheldon, Ia., has leased and is operating the eltrs. here of the Reliance Eltr. Co. and of A. H. Betts.

Hanna sta., Luverne p. o., Ia.—The eltr. here that formerly belonged to the Ober-Kingsbury Grain Co. is now owned by the Kunz Grain Co. of Wesley.

Schaller, Ia.—Farmers have subscribed about \$6,000 stock in an eltr. company, which they will incorporate under the name of the Schaller Produce Co.

Clarinda, Ia.—B. T. Brent has bot the grain and coal business of J. W. Berry, proprietor of the Clarinda Eltr. Co., and has leased the same to T. A. Nye.

Seney, Ia.—The body of David M. Laird, a pioneer grain buyer here and at Struble, was taken to Le Mars for burial, Jan. 29. He died in Minneapolis, aged 80.

Des Moines, Ia.—E. McDonald of Waterloo was re-elected pres. and E. F. Consigny of Avoca was elected sec'y and treas. of the Iowa Millers Ass'n at its annual meeting here, Jan. 18.

Des Moines, Ia.—J. H. Brown of Rockwell was re-elected pres.; C. G. Messer-ole of Gowrie, sec'y; and D. D. Payne, treas. of the Farmers Grain Dealers Ass'n at its 6th annual session Feb. 2.

Sioux City, Ia.—We have been getting plenty of cars on the Burlington in Nebraska, but on the Northwestern in South Dakota cars are scarce. We have had grain on the road 7 weeks.—J. J. Mul-laney.

Cedar Rapids, Ia.—Douglas & Co., corn starch and feed manufacturers, have purchased additional ground on which to erect two large buildings that will increase their capacity to 15,000 bus. of corn daily.

Burlington, Ia.—R. A. Lomax of this city is spending the winter in southern Texas and writes that garden truck in the Lone Star state is fine and fresh and that the strawberries he finds down there are much to his liking.

Laurel, Ia.—The Farmers Eltr. Co. has filed complaint with the state R. R. commission charging the Iowa Cent. R. R.

with refusal to furnish stock cars for three weeks, while furnishing plenty of cars at competing points.

Belmond, Ia.—The recently incorporated, the Farmers Co-op. Eltr. Co. bot the eltr. of the Minn. & Nor. Eltr. Co. last May and have been doing business there ever since. The house is on the Iowa Cent. R. R.—W. E. Werts, mgr.

Elliott, Ia.—D. W. Brick has bot the eltr., grain and coal business of E. H. Van Schoiack. He took possession Feb. 1. He has lived here many years and has a valuable acquaintance in this vicinity. Mr. Van Schoiack retires from active business on account of poor health.

Oxford, Ia.—E. D. Jones has sued the Chicago & R. I. R. R. for \$3,000 damages for injuries he received some months ago while standing on the station platform as a fast mail was going thru, when a clerk kicked a mail sack out of the car, that struck Mr. Jones on the head.

Charles City, Ia.—On account of a slight difficulty between W. Coffin and the officials of the Farmers Eltr. Co., Mr. Coffin, who was moving the eltr. across the tracks to its new location, left the building standing in the street and went on strike to get the controversy settled.

Davenport, Ia.—We note a news item to the effect that a firm in Little Rock, Ark., had filed suit against us here for \$1,000 damages on account of shipment of barley mixed with oats. Up to present we have not been advised that any suit of the character described has been filed against us at this point.—D. Rothschild Grn. Co.

Keokuk, Ia.—O. A. Talbott & Co. will build an eltr., warehouse and office to be completed by June 1 at an estimated cost of \$15,000 to \$20,000. The entire structure will be 312x42 ft. The office building will be 28x36 ft. and two stories high. The cleaning eltr. will be 32x42 ft. and 85 ft. high. When completed the main offices of the company will be moved here. Mr. Talbott states that the chief reason for enlarging the plant is to assemble the stock now scattered over the city in empty store buildings.

West Bend, Ia.—L. J. C. Konsbeck and others have complained to the state R. R. commission that several of their competitors are having friends not in the grain business file orders for grain cars. The roads distribute the cars pro rata among shippers ordering them. When the men who are not grain dealers get the cars they turn them over to the friend for whom they really ordered. Thus several dealers have been able to get sufficient cars to handle their business while their competitors have had to do without, and Konsbeck and his fellow petitioners ask relief. The railroad officials allege that they have no time to investigate whether every man who orders a grain car is a genuine grain dealer; but they are furnishing cars as fast as they can to all who order.

Sioux City, Ia.—Litigation before the Interstate Commerce Commission against the railroads that refuse proportional grain rates to Sioux City, will be instituted in the name of the Terminal Eltr. Co. This was agreed upon at a conference, Jan. 21, between committees representing the Terminal Eltr. Co., the proposed Traffic Ass'n and the Real Estate Board, who went farther than the mere problem of getting such a rate as was promised at the time the eltr. was built. They compared Sioux City's rates with those of Omaha, Kansas City and

Minneapolis, and decided this city is getting the worst of it because it has not made sufficient effort for its rights. About \$7,000 will be raised to meet expenses. The Terminal Eltr. Co. will ask each of its stockholders for a small assessment. Pending the raising of this special fund the Traffic Ass'n committee will do nothing further to obtain a fund for that organization.

KANSAS.

Miltonvale, Kan.—The Miltonvale Alfalfa Mlg. Co. will build an alfalfa mill.

Glen Elder, Kan.—The new eltr. of Nash & Kaul has a capacity of 50,000 bus.

Gardenplain, Kan.—I have sold my eltr. and home here to Mr. John Bunch.—G. G. Wiechen.

Bushton, Kan.—The Bushton Grain & Supply Co. has increased its capital from \$3,000 to \$6,000.

Winfield, Kan.—The Bartlett Grain Co. has had a Star Hay Eater installed by Wm. W. Lockwood.

Burrton, Kan.—We have bot the eltr. and business here of the H. C. Grain Co.—Burrton Grain Co.

Alma, Kan.—The Consolidated Alfalfa Mlg. Co. of Newton, Kan., will build a 20-ton alfalfa plant here.

North Topeka sta., Topeka, p. o., Kan.—Thomas Page will build cement tanks to provide additional storage.

Burlingame, Kan.—The Burlingame Grain & Eltr. Co. has just completed a 20,000 bu. eltr. on the Santa Fe.

Oak Hill, Kan.—The Oak Hill Lbr. Co. has bot the eltr. of S. R. Hutcheson, head of the Hutcheson Grain Co.

Hutchinson, Kan.—Goffe & Carkener of Kansas City have opened an office here with Brinkley Evans in charge.

Germantown, Kan.—L. Roberts is the active mgr. of the business Curtis & Roberts recently bot from J. E. Winterscheidt.

Concordia, Kan.—I. H. Blood, traveling representative of Goffe & Carkener, has been here arranging for the opening of a branch office.

Fowler, Kan.—The Artesian Valley Alfalfa Mlg. Co. hopes to have its new plant, replacing that burned in October, in operation by Mar. 1.

Sterling, Kan.—Two Hall Signaling Grain Distributors will be installed in the new eltr. of the Farmers Shipping Ass'n by M. J. Travis & Co.

Salina, Kan.—Goffe & Carkener have opened a branch grain office here in charge of H. M. Talcott, who was connected with a grain brokerage office in Salina about three years ago.

Topeka, Kan.—In his report submitted to the governor, Jan. 28, State Grain Inspector White, shows that his department effected a saving last year of \$13,000 compared with the previous year.

Redwing, Kan.—The Claflin Mill & Eltr. Co. of Claflin, Kan., will build a new, up-to-date eltr. here this spring to replace the one now in use.—Claflin Grain, Fuel & Stock Co., Claflin, Kan.

Holton, Kan.—I have installed a 15 h. p. General Electric Motor in my eltr. and will install a 3 h. p. to run my loading leg. I will also install an automatic scale and a chain feed for ear corn.—S. J. Thompson.

Wichita, Kan.—W. T. Brooking of the Brooking Grain Co. of Oklahoma City opened a grain office here Feb. 1, with

Frank Geoffrey, formerly with the T. H. Bunch Co. of Little Rock, as local mgr.

Wichita, Kan.—We made a deal with Wm. Hettinger of Hartford, Kan., in which we transferred to him the old Robb-Bort Eltr. Co.'s eltr. in Wichita. K. E. Humphrey, sec'y El Reno Mill & Eltr. Co., El Reno, Okla.

Topeka, Kan.—Haskell County paid \$166.11, Jan. 24, in full of its account with the state for seed grain, which left Seward County the only one in the state that had not paid its seed grain debt, which now amounts to \$575.46.

St. John, Kan.—The St. John Mlg. & Power Co., that recently began operation, will furnish power for the city water works and current for electric light, in addition to its general mlg. business.—E. H. Durham, successor to Tudor & Co.

Wichita, Kan.—W. H. and R. A. Hastings have changed the firm name of J. A. Bushfield & Co. to Hastings & Co. on account of the interest they bot in the business when Mr. Bushfield went to Omaha last October. R. A. Hastings is business mgr.

Wichita, Kan.—George Noll has taken a position with the H. C. Thompson Grain Co. in its commission department. He is well known in the Southwest, having been mgr. for the Independent Grain Co. for some years. Last year he was with the Midland Mill & Eltr. Co. at Muskogee.

Topeka, Kan.—The state board of R. R. commissioners has ordered a reduction of one-third in the rates on wheat shipped in less than carload lots, as most of it so shipped is seed wheat and the shipments intrastate. Railroad companies operating in Kansas will make these changes without contest.

Galva, Kan.—We have handled our share of the last year's crop which has been good. The farmers have always been satisfactory customers on account of the high prices they have received. Our eltr. is on the C. R. I. & P. and has a capacity of 8,000 bus.—D. J. Razlaff, mgr. Wall & Rogalsky Mlg. Co.

Salina, Kan.—The Shellabarger Mill & Eltr. Co. will move its 2-story frame office building to make room for the erection of a one-story brick building with fireproof exterior. The outside will be arranged for beauty and the inside for convenience, and its larger ground dimensions will furnish as much room as the old.

Wichita, Kan.—Kelly Bros. Grn. Co. has incorporated and the business will be managed by Edw. M. Kelly. Eugene will retain his interests but give his time to outside matters. He has resigned his committee memberships in the Board of Trade but will retain his seat on the Board, as will also his brother, Edw. M., who has had charge of the country stations' department.

Atchison, Kan.—Atchison grain dealers have received word from Vice Pres. Johnson that the Mo. Pac. will recall the thru proportional rate on grain billed at Omaha, rehandled here or at Leavenworth or Kansas City and then forwarded to southern points. On account of a ruling by the Interstate Commerce Commission, making it illegal for a railroad company to put into effect a new rate without giving 30 days' notice, the Mo. Pacific's recall can not be effective before Mar. 19. Until then grain dealers must pay the two rates from Omaha here and from Atchison to the southern

destination, that exceed the thru proportional rate.

Kansas City, Kan.—The largest car load of wheat ever received here was weighed in Jan. 19 at the house of the Terminal Eltr. Co., by N. B. Barry, weighmaster of the state grain inspector's office. The car was No. 10396 of the Oregon Short Line and had been loaded at Vernon, Neb., by the Farmers Grain & Supply Co. The Mason Gregg Grain Co. was the receiver. The car was of the 100,000-lbs. capacity class, but contained 129,700 lbs. of wheat, which J. T. White, state grain inspector, pronounced "normal and in good condition," and added: "The only way I can account for its extraordinarily large load is that it must have been larger than its rated capacity."

Wichita, Kan.—At a conference in the Chamber of Commerce, Jan. 25, between the weight committee and other members of the Board of Trade, local railroad representatives and officials of the lines from Kansas City, St. Louis and Chicago, the railroads agreed to accept as official the weights of the Board of Trade on carload shipments of grain, the agreement to go into effect in two weeks. Last August the Board of Trade installed its own weighmasters at the various mills and eltrs. to furnish weights for its own information. By the agreement the appointees will become the city's official weighmasters. The Board of Trade's weight certificates will be used by the railroads in settling or correcting all freight charges. The arrangement is expected to triple Wichita's grain business.

Hutchinson, Kan.—Fay V. Thomas and his operator, McCormick, left on the night of Jan. 18. It is estimated they took with them about \$6,000 and would have taken more had not one of their out-of-town customers acted wisely. He drew \$2,000 in profits the Saturday before they escaped, and was given a check for that amount after banking hours; but he got into the bank on which it was drawn thru a side door and presented the check for payment. The grain brokers had no money there, but they lost no time in getting enough there to meet that check, when they were made to realize their serious risk. Those who should know believe Thomas started in to do a legitimate business here. He bot a membership in the Chicago Board of Trade and became a correspondent of Logan & Bryan; but, after a few months, he grew discontented with his commissions and started to bucket-shop orders. The market went against him and he had to pay some heavy losses. Then Logan & Bryan began to understand his operations and decided to take the wire away. Realizing the end was near, Thomas and his partner gathered in money from every possible source during their last few days here, and sacrificed the money invested in the Board of Trade membership to become "outlaws" to the legitimate grain trade.

KENTUCKY.

Mayfield, Ky.—Much litigation is expected as a result of the burning of the eltr. of R. U. Kevil & Sons last November. Of the 70,000 bus. of grain in the eltr. about 20,000 had been stored there by farmers who carried no insurance. The Kevils had \$40,500 insurance on their grain.

Louisville, Ky.—E. W. Bentley & Co., local stock and bond brokers, have bot suit against the Merchants Stock and Grn. Co., of St. Louis, to recover \$19,563 alleged to have been lost by disobedience

of selling orders forwarded by the Louisville house. The defendant concern recently was brot before the federal court of St. Louis charged with violation of an injunction restraining it from using the quotations of the Chicago Board of Trade, alleged to have been stolen.

LOUISIANA.

New Orleans, La.—Robt. McMillan has moved into the Perrin Bldg.

New Orleans, La.—Shipments of grain during January included 40,000 bus. of wheat and 1,832,892 bus. of corn, compared to 73,200 bus. of wheat and 951,251 bus. of corn during Jan., 1909. On board ship but not cleared, 32,504 bus. wheat and 158,250 bus. of corn. All the wheat shipped during January of this year went out in one cargo destined for Hamburg.—W. L. Richeson, chief grain inspector New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—R. E. McAllister has been appointed apprentice in the weighing department of the Chamber of Commerce.

Baltimore, Md.—George S. Jackson, the new pres. of the Chamber of Commerce, was its vice pres. last year. For more than 20 years he has been a member of the grain-exporting firm of Gill & Fisher.

Baltimore, Md.—Edwin B. Wayman, Josiah J. George and T. Edward Hambleton were admitted to membership in the Chamber of Commerce, Jan. 10, vice W. W. Stevens, Harry D. Williar and T. Edward Hambleton deceased.—James B. Hessong, sec'y-treas.

Baltimore, Md.—Before retiring from the presidency of the Chamber of Commerce, Jan. 31, Pres. Charles England tendered the directors who had served with him for the last two years, a farewell dinner Jan. 28, that proved a happy culmination of the two years' administration.

Baltimore, Md.—Receipts of grain during Jan., 1910, included 189,343 bus. wheat, 1,842,200 bus. corn, 134,794 bus. oats, 62,833 bus. rye, 3,661 bus. barley and 5,568 tons of hay compared with 84,749 bus. wheat, 1,165,319 bus. corn, 228,933 bus. oats, 24,580 bus. of rye, 1,500 bus. barley, and 4,012 tons of hay received during Jan., 1909. Exports included 87,730 bus. wheat, 1,536,278 bus. corn, 76 bus. oats and 1,432 tons of hay compared with 101,480 bus. wheat, 1,312,598 bus. corn, 254 bus. oats and 953 tons hay exported during Jan., 1909.—James B. Hessong, sec'y-treas., Baltimore Chamber of Commerce.

Baltimore, Md.—At the 55th annual meeting of the Chamber of Commerce, Jan. 31, Robert Ramsey, Ferdinand A. Meyer, John W. Snyder, Robert H. Burwell and Robert D. Sinton were elected directors for three years to succeed H. C. Jones, A. F. Sidebotham, Charles England, Dilliam G. Scarlett and Thomas C. Craft, Jr. Pres. England read the annual report of the retiring president and the board of directors, and thus discussed federal inspection of grain: "Again there has been introduced in congress a bill providing for federal inspection of grain, similar in effect to the measures which have regularly been introduced in previous sessions of congress, and has as little merit as its predecessors. It seems incredible to those understanding the grain business that congress should be repeatedly compelled to consider measures, the mere discussion of which disturbs business and creates distrust in the

minds of foreign buyers in regard to American grain, because of the unwarranted statements and insinuations made by those who may desire to strengthen themselves politically, or by others seeking to advance their personal positions. This organization has always opposed such legislation, and it will do so again whenever an attempt is made to disturb the system of commercial inspection which has brought prosperity to the grain producer, dealer and exporter."

MICHIGAN.

Highland, Mich.—C. B. Atkin has succeeded W. S. Seaver.

Sears, Mich.—Davy & Co. will build a grain eltr. here in the spring.

Napoleon, Mich.—W. L. Griffin has sold his bean eltr. to Burr Hess.

So. Rockwood, Mich.—We are rebuilding our mill which burned May 4, 1909.—John Strong & Son.

Monroe, Mich.—W. M. Hurd, of G. R. Hurd Co., recently was married to Mrs. Robison, of Pt. Huron, Mich.

Grant, Mich.—We have bot the eltr. of Hemington & Co. and operate it under our own name.—Osborn Bros.

Harbor Beach, Mich.—We will build an addition to our eltr. next spring in order to pick beans.—R. M. Jenks, of Huron Milling Co.

Grassmere, Mich.—We have just completed a 76-ft. warehouse addition to our plant, for beans.—G. Earl Odell, mgr. Elkton Eltr. Co., Elkton, Mich.

Bath, Mich.—S. Cushman & Son Co. have purchased the Walker Mill, removed the machinery and moved the building near their eltr. for a hay house.—R. E. Ward, Jackson.

Jackson, Mich.—At all our eltrs, we are grinding more feed than we have in 2 years. We have not handled a third of the oats we did last year; farmers want 50c.—R. E. Ward, of McLaughlin, Ward & Co.

Pontiac, Mich.—William McCollum, of Oxford, has purchased an acre and a half of ground as a site for an eltr. and lumber business. He will move his family here and erect new buildings in the spring.

Mt. Pleasant, Mich.—William Francis, of this place, and E. C. Holmes, of the Holmes Mlg. Co., of Weidman, Mich., have purchased the eltr. here of T. H. Battle and will operate it under the name of the Independent Eltr Co.

Fenton, Mich.—Charles E. Hankins has sold his interest in the Fenton Eltr. Co., that bot the eltr. of Fred Welch, to his partner S. M. Isbell of Jackson, who has taken possession. Mr. Hankins has been in Fenton only a short time. He came here from Flushing. Last fall he had the misfortune to break a leg and since that time has been in poor health.

Detroit, Mich.—As a result of a joint meeting of the transportation committee of the Board of Commerce and the executive committee of the Detroit Traffic Ass'n, letters have been sent to members advising them to sign the demurrage rules submitted by the railroads, with this to be substituted in the place of clause 6: "The agent of the railroad will, on the first of the month, submit to the shipper signing the agreement a statement of the debts and credits for the preceding month, and a proper settlement of any balances of debts due shall be promptly made by the shipper." Ship-

pers who sign the rules will thus place themselves in position to avoid losses in demurrage while the question of jurisdiction is being fought out in the courts to determine whether the Michigan railways commission or the Interstate Commerce Commission is to control demurrage matters in this state.

MINNESOTA.

Montevideo, Minn.—Wm. Person has bot an eltr. here.

Ottawa, Minn.—The Farmers Eltr. has been opened with Paul Larson buyer.

Dennison, Minn.—The Farmers Merc. & Eltr. Co. will build an addition to its eltr.

Doran, Minn.—I am local agt. for the St. Anthony & Dak. Eltr. Co.—T. P. Landru.

Carlton, Minn.—R. Smith & Co. now out of business, bankruptcy.—C. H. Shaver.

Doty sta., Viola p. o., Minn.—Toogood & McHugh have succeeded me.—George Toogood

Wabasha, Minn.—The R. E. Jones Co. will build an additional eltr. here and a large warehouse.

Verndale, Minn.—The Andrews Grain Co. has had its eltr. closed all this season.—B. H. Pettit.

Fairmont, Minn.—The eltr. of the Wohlheter Eltr. Co. was slightly damaged recently by fire.

Glencoe, Minn.—A. Peters is the agt. for the Empire Eltr. Co.—D. K. Whalen, agt. Exchange Grain Co.

Grove City, Minn.—The Northwestern Eltr. Co. has leased the eltr. here of the St. Anthony & Dak. Eltr. Co.

Brownston, Minn.—E. A. Brown & Co. have succeeded the Rieger Mlg. Co.—N. Tadsen, agt. Exchange Grain Co.

Barrett, Minn.—Ole K. Lee is agt. for the Osborne-McMillan Eltr. Co.—O. F. Setterlund, agt. Atlantic Eltr. Co.

Lake Benton, Minn.—C. C. Hatchard is local agt. for G. W. Van Dusen & Co.—A. C. Ruddy, mgr. Farmers Co-op. Eltr. Co.

Dalton, Minn.—S. Folkedal is local mgr. for the Mnpls. & Nor. Eltr. Co.—M. N. Rovang, mgr. Dalton Co-op. Warehouse Ass'n.

Baker, Minn.—The Minnesota & Western Grain Co. has succeeded the Baker Eltr. Co.—Wm. L. Burnett, agt. Anchor Grain Co.

Childs, Minn.—The eltr. of the Winter & Ames Co. is closed until next August.—E. E. Waite, agt. St. Anthony & Dak. Eltr. Co.

Houston, Minn.—J. E. and N. Redding have purchased the eltr. here of the W. W. Cargill Co. J. G. Barron will remain in charge.

Dale sta., Hawley p. o., Minn.—The Dale Farmers Eltr. Co. will build an eltr. H. Ulven and N. Molander are promoting the matter.

Battle Lake, Minn.—The eltr. of the Andrews Grain Co. has been closed since Feb. 1, 1909.—John J. Rudh, mgr. B. L. Farmers Co.

Fairmont, Minn.—C. E. Cornell, mgr. of the Fairmont Eltr. Co., dropped dead of heart trouble, Jan. 27, while weighing a load of grain.

Correll, Minn.—The Ostroot Eltr. Co. of Lake Preston, S. D., has succeeded the Farmers Eltr. Co. here, and I am agent.—C. G. Johnson.

Borup, Minn.—The Dufuth Eltr. Co. has succeeded the Farmers Eltr. Co. J. J. Nelson is its local agt.—L. Berkland, agt. Thorpe Eltr. Co.

Goodhue, Minn.—The Farmers Eltr. Co. has enlarged its office. The Brooks Mlg. Co. has not been in business here since it burned out.—Thos. Maley.

Clements, Minn.—Charles McCreedy has succeeded B. A. Eaton as local agt. for the Sleepy Eye Mlg. Co.—E. J. Kisro, agt. Schmid & Anderson Grain Co.

Ada, Minn.—The recently reorganized Ada Mlg. Co. is building a new storage warehouse for grain and flour.—I. H. Harmon, agt. Mnpls. & Nor. Eltr. Co.

New Ulm, Minn.—The Eagle Roller Mill Co. has plans for the construction of a new eltr. and mill here. Charles Silver, son is pres. and Wm. Silverson vice pres.

Clear Lake, Minn.—Henry Goenner occasionally buys on track here. The only regular dealer in this market is the Minneapolis & Nor. Eltr. Co.—John A. Daik-er, agt.

Butterfield, Minn.—The Parker Eltr. Co. is not in business here now. It sold its eltr. to a private party, but no business is done.—D. A. Michel, mgr. Farmers Eltr. Co.

Hatfield, Minn.—Denhard & Paine of Pipestone bot the eltr. here of the Hatfield Farmers Eltr. Ass'n. My agt. at this point is T. E. Kerby.—J. B. Scheier, Adrian, Minn.

Luverne, Minn.—No farmers Grain & Coal Co. here. The proper name of this company is the Farmers Co-op. Co.; Fred Dibbern, pres.; V. C. Mead, sec'y.—E. J. Keenan, mgr.

LeRoy, Minn.—Farmers are considering building an eltr. and a Mr. Mollen is talking of buying the mill and remodeling it into an eltr.—Fred L. Day, agt. W. W. Cargill Co.

Barnesville, Minn.—George Cruikshank is the new local agt. for the Duluth Eltr. Co. The Ball Eltr. is not operated, closed. I am agt. for the Grain Producers Eltr. Co.—F. E. Diemer.

Renville, Minn.—Members of the Farmers Eltr. Co. are going to build their new re-inforced concrete, 40,000-bu. eltr. themselves, day labor, soon as weather permits.—H. G. Bushnell.

Iona, Minn.—John Kruse has succeeded C. W. Rathsberger as local agt. for the Bennett Grain Co. The Cargill Eltr. Co. closed its house here this season.—W. P. Moran, agt. Reinke Bros.

Davidson, Minn.—By their agent, W. V. Williams of East Grand Forks, Minn., the Kenkell-Todd Co. of Duluth gets an occasional car on track here.—Wm. J. Porter, agt. Federal Eltr. Co.

Glenwood, Minn.—A. Gandrud has succeeded N. B. Lien as local agt. for the Atlantic Eltr. Co. Mr. Lien died Jan. 22 after a brief illness with typhoid pneumonia.—P. H. Wheeler, agt. J. J. Decker.

Appleton, Minn.—Chas. Stillwell is agt. for the Interstate Grain Co.; Chas. McKinney for the Monarch Eltr. Co. and A. J. Kaufman for the No. Western Eltr. Co.—N. E. Johnson, mgr. Farmers Eltr. Co.

Duluth, Minn.—At the annual meeting of the Duluth Board of Trade, Jan. 24, the financial statement showed that the mortgage indebtedness had been reduced \$20,000; total now on the building is \$85,000.

Holdingford, Minn.—We have sold our eltrs. on the Soo here and at New Munich and Bolus to C. Borgerding. We still have eltrs. at Pierz, and at Eslarn in this state.—J. Borgerding & Co., Melrose, Minn.

Clearwater, Minn.—The eltr. here is a 40,000-bu. house owned by the Grain Producers Eltr. Co. and leased by O. L. Cofield of Annandale. I am buying for him. Frank Kothamann is a track buyer.—Walter W. La Valley.

St. Paul, Minn.—The Loftus-Hubbard Co. has succeeded the Loftus-Hubbard Eltr. Co. The corporation has been changed to a partnership with G. S. Loftus of Minneapolis and C. F. Hubbard of this city as principals.

Barry, Minn.—C. F. Keeler has bot the old flour shed and gasoline engine of the Duluth Eltr. Co. and has moved it on his lots, where he will conduct a general feed and grist mill business.—H. F. Larson, agt. Cargill Eltr. Co.

Hardwick, Minn.—The car shortage seems to be worse this year than for some time; our house is full to the roof and we will be compelled to discontinue buying if we do not get relief soon.—H. T. Halverson, mgr. Hardwick Farmers Eltr. Co.

Lake City, Minn.—The Milwaukee Eltr. Co. and Peter Beck & Sons have replaced their gasoline engines with electric motors. J. A. Smith has discarded his horse power and the Western Eltr. Co. its steam for electric power.—George Raines, agt. Mil. Eltr. Co.

Barnesville, Minn.—James Glasgow, who bot grain at this place for the Duluth Eltr. Co. for the last 20 years, has been promoted by the company to a responsible position in its terminal eltr. at Port Arthur, Ont.—A. Hoagenson, mgr. Barnesville Farmers Eltr. Co.

Klossner, Minn.—The eltr. of the Gt. Western Eltr. Co. slipped from its foundations recently and had to be emptied. Several cars of grain were loaded out, but the work had to be stopped on account of the car shortage. Whether the building will need to be rebuilt or merely repaired has not yet been determined.

Beltrami, Minn.—Owing to the flood and other conditions that greatly reduced the grain to be handled at this station, this eltr. is the only one that remains open. If the Imperial Eltr. Co. wishes to open its eltr. here next fall it will have to repair the damage done the house by the cyclone of Aug. 23, '09.—A. Erwin, agt. Thorpe Eltr. Co.

Rochester Minn.—As yet the Rochester Farmers Co-op. Eltr. Co. is only in an embryonic state. We have adopted by-laws and articles of incorporation but have not yet filed them with the proper officials, waiting for the requisite number of shares to be subscribed. J. F. Spencer is pres.; E. S. Morris, sec'y; and E. D. Hubbard, treas.; these with P. H. L. Reigel and Robert Livingston constitute the directorate.—J. F. Spencer.

Renville, Minn.—Resolutions passed by owners of farmers' eltrs. along the Milwaukee in Renville County have been sent to Governor Eberhart and to the R. R. commission. They allege that all the eltrs. are full of grain and none is being moved; in consequence farmers have no market, hence are unable to get the money they need and all kinds of business suffers. The resolutions were also addressed to the railway officials, asking that prompt measures be taken to relieve the conditions.

MINNEAPOLIS LETTER.

Most of the grain on the Gt. Northern was still blocked Feb. 5, and that road brot in to Minneapolis only 16 cars. It is alleged that the Chi. & Milwaukee has 4,000,000 bus. more grain on its lines than a year ago.

William Grettum of Grettum & Swanson, grain commission merchants of Duluth, and George Gackle of the Gackle Grain Co., of Kulm, N. D., have applied for membership in the Minneapolis Chamber of Commerce.

The Electric Malting Co. has decided to enlarge its plant and increase its malting capacity to 1,000,000 bus. per annum. The business of the company has grown considerably and the plant has been taxed to its full capacity for some time.

MISSOURI.

Sikeston, Mo.—The Scott County Mlg. Co. will build cement tanks of 500,000 bus. capacity.

Palmyra, Mo.—Metcalf & Dingle are contemplating the erection of an eltr. near the right of way of the new railroad.

Machens, Mo.—I shall install weighing out scale, grain cleaner, car loader and car puller in my eltr. at this station.—J. H. Machens.

Tarkio, Mo.—Feeders here are buying corn as high as 60c a bu. and hauling it themselves; think there will be some corn to ship later on.—J. M. Scammon.

St. Joseph, Mo.—The alfalfa hay market is falling off on increased receipts. In my opinion we are going to have a fair market in the aggregate.—W. H. Harroun.

Springfield, Mo.—The purchase by the creditors of the property of the R. C. Stone Mlg. Co. included the eltrs. of that concern located at Republic, Galloway and Brookline.

St. Joseph, Mo.—All grain firms here are going to move about April 1 into the 12-story Corby building, now in course of erection; the entire eighth floor has been reserved for them.

St. Joseph, Mo.—We have had a good year; everybody in the grain business here has prospered. While movement has not been so heavy still it has been steady. Bad roads and weather have held corn back so we expect movement right up to the next crop.—J. L. Frederick Grn. Co.

KANSAS CITY LETTER.

D. W. C. Bower, who had been ill since Dec. 3 and recently was operated on for an affection of the liver, developed pneumonia from which he died Saturday, Jan. 29, at his home in Kansas City, Kan. Mr. Bower, who was a Board of Trade member and head of the Bower Grn. Co., was born in Illinois 46 years ago.

The National Alfalfa Products Co., is a newly incorporated concern, with capital stock of \$25,000, organized in this city for the purpose of buying and selling alfalfa meal and feeds of all kinds. H. G. Cherry, pres. of the Stockyards Cotton & Linseed Meal Co., is pres. and gen. mgr. of the new company.

G. Clinton Adams, grain broker, who was expelled from the Kansas City Board of Trade Feb. 1 on the charge of uncommercial conduct, obtained a temporary injunction Feb. 4 restoring him to his former standing. The temporary order will be argued Feb. 15. Grant W. Kennedy was expelled from the Board

at the same time as Mr. Adams, the charge also being the same.

ST. LOUIS LETTER.

The Traders Grn. Co. is out of business.—W., T. G. Co.

Receipts of grain at St. Louis during January were as follows: Wheat, 1,791,233 bus.; corn, 3,196,295; oats, 2,228,800; rye, 35,000; barley, 317,200.—Geo. H. Morgan, sec'y, Merchants Exchange.

New members of the Merchants Exchange, admitted during January, are Jos. J. Fisher, of C. H. Albers Com. Co. and A. R. Donaldson, broker. The memberships of W. H. Kiersey and Chas. Rippe were transferred.—Geo. H. Morgan, sec'y.

The Illinois State Railroad & Warehouse Commission held a meeting Feb. 8 in Springfield to discuss the question whether the Merchants Exchange of this city should be permitted to do weighing in East St. Louis. The proceedings are reported elsewhere in this number of the Journal.

The men indicted on a charge of conducting bucket shops lost in the Criminal Court here Jan. 24 when a motion to quash the indictment against William F. Ryan was denied. The decision reads the defendants will be forced to trial. Conducting a bucket shop in this state constitutes a felony.

John L. Messmore was elected pres. of the St. Louis Grain Club of the Merchants Exchange at the first annual meeting held a few days ago. The other officers elected were: Vice-pres., Edward M. Flesh; sec'y-treas., Thos. K. Martin; executive committee, J. Schreiner, Ralph Pendleton, G. C. Martin, Edward F. Catlin and T. B. Morton.

George F. Powell, who for years has been identified with Connor Bros. & Co., withdrew from that concern Feb. 9 and has formed a partnership with John J. O'Rourke under the firm name of Powell & O'Rourke. Connor Bros. & Co. continue at the old stand under the efficient leadership of P. P. Connor, M. J. Connor and the sons, William P., William M., and James A. Connor. Henry W. Mack continues with the old firm as mgr.

The complaints of the East St. Louis Commercial Club regarding alleged excessive switching charges were heard Jan. 27 before Commissioners Berry and Willoughby of the Illinois Railroad & Warehouse Commission. The shippers wanted a flat rate of \$2 a car in the city limits, as St. Louis, they claimed, had the advantage of about \$3 per car on the large cars, these being delivered at St. Louis with the switching charges absorbed.

A new market for corn, having no connection with the Merchants Exchange, developed Jan. 25 on the levee. The door of a freight car on the St. Louis transfer road burst and a steady stream of the cereal poured out for several blocks. No sooner was it spied than a broom and shovel brigade of the habitues of the levee turned out and gathered up the corn in sacks, buckets and tubs. These varying lots later were sold at from 10 to 15 cents each, the market appearing quite "nervous."

The St. Louis Merchants Exchange is teeming with life and enthusiasm. The trade in contracts for future delivery shows for the first half of January an improvement of more than 50 per cent over the corresponding period of last year. These statistics also show a great

increase in cash grain business, and there is a better demand for flour. This activity is reflected in the organization of new firms and the expansion of old ones.

Grain dealers operating on the Merchants Exchange deny that the river crossing "arbitrary" has been abolished beyond the 100-mile zone as claimed by the Terminal Railroad Ass'n. They exhibit freight bills to prove their contention that they are still paying an extra charge for getting their shipments across the river. Recent conferences have been held by the grain men with Councilman Wm. C. Schutz, whose positive stand for the removal of the arbitrary meets their approval. They have supplied Schutz with a number of freight bills for shipping originating outside the 100-mile limit, with additional bills for transporting the same shipment across the river.

The real estate committee is doing everything possible to accommodate the tenants who are asking for more room. Two new firms have opened offices and are ready for business. J. R. Lucas has made a connection with G. A. Veninga under the style of J. R. Lucas & Co. Schultz & Niemeier Com. Co. have moved up from the levee, Kehlors-Mills, Parrott-Day Co., Seele Bros. Grn. Co. and B. H. Lang & Co. are taking larger quarters, and there is a demand from a number of other firms for a reassignment of space so that they may grow with their business. A general movement to fill up the building, which is owned by the Exchange and entirely out of debt, has made a better demand for offices. There are only a few unoccupied and these are under negotiation.

MONTANA.

Bozeman, Mont.—What is said to have been the largest grain deal ever consummated in this state has been completed by the Benepe-Burglund Grn. Co. of this city. The company has finished loading for the insular government at Manila several million pounds of Gallatin valley oats to go to the Philippines. This grain had to pass a rigid inspection and nothing but the best crops raised were used in filling the order.

Glendive, Mont.—The Eastern Montana Eltr. Co. has been incorporated here and will erect a house of 30,000 bus. capacity. A site has already been secured and it is probable that eltrs. will be erected by the company at other sites along the new Missouri River railroad at Intake (no p.o.), Savage (no p.o.), Crane (no p.o.), and Sidney. Eltrs. will be erected as soon as the new line is ready to receive grain for shipment. The capital stock of the company is \$50,000 and the incorporators are E. S. Herrick, G. D. Hollecker, T. F. Hagan, Geo. W. Haskell and C. C. Hurley. It is also reported that H. F. Douglas of the Gt. Western Eltr. Co., Minneapolis, who has large interests here, is planning to erect an eltr. at this point.

NEBRASKA.

Lincoln, Neb.—The Bartling Grn. Co. has increased its capital stock to \$90,000.

Ainsworth, Neb.—F. W. Scisson is planning the erection of an eltr. at this station.

Lincoln, Neb.—The capital of the Gooch Mfg. & Eltr. Co. has been increased to \$75,000.

Omaha, Neb.—It is rumored that the eltr. capacity of Omaha will be increased 1,500,000 bus. during the year.

Nora, Neb.—M. L. Claton, formerly agt. here for the Nye Schneider Fowler Co., moved away some time ago.

Callaway, Neb.—D. F. Barker has resigned as mgr. of the eltr. of the Trans-Mississippi Grn. Co. at this station.

Ruskin, Neb.—A farmers' company is building an eltr. here.—J. H. Aufderheide, prop. Deshler Roller Mills, Deshler, Neb.

Ainsworth, Neb.—Nye, Schneider Fowler Co. has engaged in the grain business at this station; eltr. capacity 30,000 bus.

Fort Calhoun, Neb.—The Washington County Alfalfa Feed Mfg. Co. has had a Champion Feed Mixer and other machinery installed by Wm. W. Lockwood.

Fairbury, Neb.—The Fairbury Alfalfa Mfg. Co. will erect a 20-ton alfalfa mill equipped with improved machinery and a 100-h.p. steam engine.

Monroe, Neb.—The proposed bridge over the Loup river, if built, will prove the means of bringing about one-third more grain to this market.—C. O. Hart.

Omaha, Neb.—The following are applicants for membership in the Omaha Grain Exchange: J. M. Sewell, L. W. Frost, James Swanick, J. M. Welsh and J. E. Dixon.—E. P. Manchester, sec'y.

Raymond, Neb.—I have sold my eltr. and residence here to S. Kilgore who will manage the house himself; F. J. Polley has bot the eltr. of the Omaha Eltr. Co. and will assume charge of it.—H. B. Hoyle.

Lincoln, Neb.—The Lincoln Grn. Co. has bot suit against the Postal Telegraph Cable Co. to recover \$400 which it claims to have lost thru the improper transmission of a message over the defendant's line on July 16, 1908.

Lincoln, Neb.—H. J. Whitmore, as trustee for the creditors of the Eureka Mfg. Co., has sold the plant of that concern formerly used in the manufacture of grain graders, to C. H. Swallow for \$11,000, to be used as a broom factory.

Dannebrog, Neb.—I have succeeded C. G. Jensen as agt. for the Omaha Eltr. Co. at this station, Mr. Jensen having taken the office of county treas. It is the intention of the Omaha Co. to overhaul or remodel its house at this point.—Peter Erickson.

Pierce, Neb.—A meeting was held here recently by farmers to consider the building of an eltr. by a farmers' company. Julius Kuhl acted as chairman of the meeting, with H. J. Manske sec'y. Arrangements will be made to incorporate a company.

Omaha, Neb.—Receipts of grain at this market during January were as follows: Wheat, 1,124,400 bus.; corn, 3,527,700; oats, 1,534,400; rye, 25,000; barley, 43,000. Shipments during the month were: Wheat, 540,000 bus.; corn, 2,011,000; oats, 1,236,000; rye, 26,000; barley, 15,000.—F. P. Manchester, sec'y Omaha Grain Exchange.

Bellwood, Neb.—A meeting of 150 farmers was held here Jan. 22 to consider the project of erecting an eltr. by a farmers' company. An attempt was made to secure sixty subscribers of \$100 each. Thirty were obtained, and it is believed that the remainder can be secured and if that is done a house will be erected. There are now 3 eltrs. here.

Lincoln, Neb.—The new stock certificates of the Lincoln Grain Exchange have been engraved. Sec'y Beachley has not yet issued any of the certificates, altho a number of dealers have subscribed for

shares. Certificate No. 1, which is likely to become a historic document, probably will go to J. S. Ewart, who took a leading part in the organization of the Exchange.

Omaha, Neb.—Harry Lyons, well known in Grain Exchange circles, attempted suicide Jan. 24 by shooting in a hotel at Cedar Rapids, Ia. For a number of years he was engaged in the grain business as a member of the firm of Geo. H. Lyons & Son and also as a member of the firm of Lyons & Weeks. On Jan. 1 he was employed by T. H. Bunch & Co., of Little Rock, Ark., to open a branch house in Cedar Rapids.

Lincoln, Neb.—The election of officers of the Farmers Co-operative Grn. & Live Stock Ass'n was held the second day of the annual meeting in this city, Jan. 18-19. The following officers and directors were elected: Pres., O. G. Smith, Kearney; vice-pres., T. W. Langdon, Gretna; sec'y-treas., J. S. Canaday, Minden; directors, H. A. Schneider, Nebraska City; T. W. Langdon, Gretna; James Alderson, Elgin; S. A. Smith, Blue Springs; J. S. Canaday, Minden; Peter Krough, Farwell; O. G. Smith, Kearney. It was decided to hold the convention of 1911 in this city.

Omaha, Neb.—The railroads will increase grain rates to the east $\frac{1}{2}$ c. per 100 Feb. 1, according to information received by the state railway commission. The tariff sheets have not been received, but it is said they will show that grain that goes beyond Chicago and the Indiana state line will carry a rate of 3c. east of the Mississippi river instead of the former rate of $2\frac{1}{2}$ c. per 100. The complaint of the Omaha Grain Exchange on the alleged discrimination in the matter of rates favoring Kansas City was heard Jan. 28. The Burlington and other roads interested filed answers alleging they were complying with the maximum rate law in Kansas and that unless they met competition their competitors would get all the business. The rates in force were said by the Burlington to be compulsory and not voluntary.

Omaha, Neb.—Testimony was taken before the Nebraska Railroad Commission Jan. 28, at Lincoln, in the case wherein the Omaha Grain Exchange complained of discrimination on the part of the Burlington and Union Pacific roads in favor of Kansas City in the matter of freight rates. Witnesses stated they did not so much object to high rates as to the fact that each community was not treated alike. They testified that practically all of the grain of the southeastern part of the state went to Kansas City because of the higher freight rates to Omaha. Several of the Omaha dealers said they had quit bidding on grain in this section of the state because of the advantage the Kansas City dealers were enjoying. For the Grain Exchange the following witnesses testified: C. D. Sturdevant, John R. Morris, W. J. Hynes and John A. Kuhn. Charles Lane, of the Union Pacific, and C. E. Spens, of the Burlington, testified for the roads. E. J. McVann appeared for the Grain Exchange.

NEW ENGLAND.

Burlington, Vt.—T. W. Gregory has retired from the Gregory Grn. Co. E. E. Patten will continue the business.

Boston, Mass.—Matheson Vail Co. has been incorporated to deal in grain, hay, etc., in this city; capital stock \$25,000.

Portland, Me.—Preliminary drawings have been made by the John S. Metcalf Co. for the erection of concrete, steel-reinforced storage tanks of 1,000,000 bus. capacity for the Grand Trunk railroad as an addition to the company's eltr. No. 2. The cost of the addition will depend on whether it is finally decided to add elevating equipment. Eltr. No. 2 has capacity of 1,500,000 bus., while No. 1 holds 1,000,000 bus., making a total capacity, with the new annex, when completed, of 3,500,000 at the Grand Trunk terminal.

NEW JERSEY.

Jersey City, N. J.—The offices of the Standard Stock & Grn. Co., an alleged bucket shop concern, were raided by the police Jan. 23 and Edward Altemus, mgr., and 33 customers were arrested.

NEW YORK.

Le Roy, N. Y.—The Gleason Cold Storage Co. has changed its name to the Le Roy Cold Storage & Produce Co.—N. B. Keeney & Son.

Rye, N. Y.—A petition in bankruptcy against Abraham Klein, a dealer in hay, grain and feed, of this place, has been filed by Robert T. Crossen of New York, a creditor, for \$1,459. It is alleged that Klein is insolvent and allowed judgments to be taken against him for \$3,671 on which there was a sheriff's sale Dec. 20.

New York, N. Y.—The principal guests of the evening at the dinner of the oats trade of New York, given at the Waldorf-Astoria Jan. 15, were James A. Patten, E. W. Elmore, C. L. Dougherty, F. G. Ely and J. C. Murray, of Chicago, and Gibson Oliver, of Albany. The speakers were James A. Patten, James Simpson, Ely Bernays, E. F. Cushing and Pres. Welding Ring of the Produce Exchange. The speeches of Mr. Patten and Mr. Cushing were alluded to in the account of the dinner which appeared on page 107 of the Journal of Jan. 25. Mr. Bernays' speech was "Goodfellowship Among Competitors," and was handled as only Mr. Bernays can handle a subject of this kind. His vast knowledge of European trade enabled him to draw comparisons and, much to the delight of the diners, the comparisons showed in favor of the American people. Mr. Ring, who is in his second term of office as pres., spoke on the "New York Produce Exchange." His speech indicated a thoro knowledge of the workings of this Exchange that was pleasing to all. After the dinner a vote was taken making the organization a permanent one and these dinners will be held at least once a year, the aim being to assemble the moving spirits of all the markets, that a better understanding and better business relations may result.—L. A. Morey.

BUFFALO LETTER.

The Husted Mlg. & Eltr. Co., it is announced, will spend several thousand dollars in making extensive alterations and additions to its plant in this city.

The new plant of the Buffalo Cereal Co., which will be erected on the site of the old one burned recently, will include a concrete eltr., feed mill and warehouse.

Fred G. Winter, who was mgr. of the Cleveland Grain Co. in this city, will leave soon to take a position with the Quaker Oats Co. of Chicago. His friends of the Corn Exchange gave him a little banquet Feb. 2 at the Lafayette Hotel. In the afternoon his friends presented a gold watch to him. Harry D. Waters made

the presentation speech. Sam E. Provost was toastmaster at the dinner.

The committee on rivers and harbors of the House of Representatives will include in the bill to be submitted in February an item of \$62,250 for the dredging out of the site of the eltr. of J. C. Watson & Co.

Announcement has been made by Walter C. Pollock, vice-pres. of the Western Transit Line, that the New York Central road will raze eltrs. Niagara A and B and City A and B at this point to make room for freight house facilities. These houses, owned by the railroad, have been operated by the Niagara Eltr. Co. Their capacity is 2,000,000 bus. but during the last 2 years they have been in use only at periodical grain rushes.

NORTH DAKOTA.

Belfield, N. D.—A farmers' company will erect and operate an eltr. at this station.

Reeder, N. D.—A farmers' co-operative eltr. company has been formed here with capital stock of \$15,000.

Garrison, N. D.—Alfred Staley & Co. are operating the new eltr. that has just been completed at this station.

Newburg, N. D.—S. Syverson has succeeded J. P. O'Brien as agt. here for the Cargill Eltr. Co. Mr. O'Brien will go to Canada.

Langdon, N. D.—Construction has begun on a 32,000-bu. modern eltr. for the Nat'l Eltr. Co. to replace the one burned; builder is T. E. Ibberson.

Hampden, N. D.—Nearly enough stock has been subscribed for a farmers' eltr. at this station. It is expected that one of the line houses will be bot.

Bantry, N. D.—The Bantry Farmers Eltr. Co. undoubtedly will build an annex to its house this year as its present capacity is by far too small.—Chas. A. Pake, mgr.

Medberry, N. D.—Stock is being subscribed for at this point for the erection of an eltr. by a farmers' company.—L. H. Miller, agt. Geo. C. Bagley Eltr. Co., Edgeley, N. D.

Lisbon, N. D.—E. G. Bemmels, senior member of the Bemmels Mlg. Co., of this place, was killed Jan. 22 in the wreck on the Canadian Pacific at Webbwood, Ont.—J. G. Aitchison.

Edmore, N. D.—Farmers are contemplating buying or building an eltr. They disposed of about 60 shares at a meeting held here Jan. 29.—A. L. Tennis, agt. Anchor Grn. Co.

Stanton, N. D.—The new eltr. at this station will be erected by the Bismarck Eltr. & Inv. Co., of Bismarck, N. D.—Fred Krause, Jr., mgr. B. E. & I. Co., Expansion, N. D.

Milroy, sta., Towner p. o., N. D.—The farmers in this vicinity are talking of buying or building an eltr. this season.—Chas. A. Pake, mgr. Bantry Farmers Eltr. Co., Bantry, N. D.

Edmunds, N. D.—I resigned Jan. 1 as agt. for the Hammer-Halvorson-Beier Eltr. Co. after serving 4 years in that capacity; O. C. Retzlaff will operate this eltr. in the future.—John Beier.

Fargo, N. D.—The North Dakota Corn Growers Ass'n was organized here Jan. 20. There were 250 corn growers in attendance. The following officers were elected: Pres., A. P. Hertsgard, Kindred; vice-pres., L. S. Thorp, Mayville; sec'y-treas., G. W. Randlett. The so-

ciety will hereafter assume all responsibility for the annual corn show.

Sonora sta., Fairmount p. o., N. D.—The eltr. of the Kellogg Com. Co. has been closed; C. W. Smith, agt. for the company, has gone to Cayuga, N. D.—H. O. Harrison, R. F. D. No. 4, Fairmount, N. D.

Fargo, N. D.—Owing to congestion at Duluth terminals Northern Pacific agts. in the northern part of the state have been instructed to refuse all shipments of grain. The Fargo division of the road is not affected.

Edgeley, N. D.—Sufficient stock has been subscribed for a second farmers' eltr. here and it is understood an attempt will be made to buy one of the line houses.—L. H. Miller, agt. Geo. C. Bagley Eltr. Co.

Towner, N. D.—In the case of Oscar Swanson vs. Schmidt Gulack Eltr. Co. the plaintiff recovered damages in the sum of \$8,000. Swanson brot suit as the result of a fall from a scaffold and sought to recover \$10,000.

Berwick, N. D.—A new eltr. of 25,000 bus. capacity was completed Jan. 15 for the Acme Grn. Co. to replace the house recently burned; the eltr. is equipped with 8-h. p. gasoline engine, one stand of eltrs. and dump scale; C. E. Bird & Co. built the house.

Esmond, N. D.—N. J. Lindgren of Aberdeen, N. D., has bot the eltr. of the Hendricks Grn. Co. here and also has purchased a controlling interest in the Farmers Eltr. Co. The new name of the Hendricks Grn. Co. will be the Lindgren Grn. Co. John Hendricks will be retained as mgr.

Fargo, N. D.—To date \$25,000 have been subscribed for the erection of terminal eltrs. at the Twin Cities and at the head of the lakes by the American Society of Equity. At a meeting held here Jan. 20 it was decided to obtain at least twice that amount before organizing on a definite basis. Shares are being sold to farmers at \$50 each.

OHIO.

Butler, O.—An eltr. will be erected here by Aungst Bros.

Upper Sandusky, O.—The eltr. of H. A. Myers will be remodeled.

Monticello, O.—The plant of the Spencerville Eltr. Co. will be improved.

Grand Rapids, O.—The Toledo Grn. & Mfg. Co. recently suffered a small loss by fire.

Florence sta., London p. o., O.—The eltr. of Gordon & Jordan has been completed.

Gambier, O.—Thompson Bros. will rebuild on the site of their eltr. recently burned.

Mansfield, O.—Alterations will be made by the Goemann Grn. Co. in its plant at this place.

Toledo, O.—H. W. DeVore has returned to the office after an illness of about 6 months.

Cedarville, O.—The office of Andrew Bros., in close proximity to their eltr., was burned Jan. 29.

Bucyrus, O.—The Valparaiso Grn. & Eltr. Co. is installing a 15-h. p. electric motor in place of the gas engine in its eltr.

Southworth, O.—The postoffice here will be discontinued Feb. 15; our new address will be Delphos, O., R. F. D. No. 1.—Lutz, Barnt & Lutz.

Lindsey, O.—Geo. I. Johnson has succeeded B. J. Burkett as mgr. of the Farmers Merc. & Eltr. Co.

Delphos, O.—The Delphos Hay Co. has been formed by W. C. Scott & Son, E. E. Truesdale and A. L. Garman.

Bellevue, O.—The capital stock of the Bellevue Farmers Eltr. Co. will be increased from \$15,000 to \$25,000.

Hagenbaugh sta., Urbana p. o., O.—W. H. Turner has bot the interest of his partner, Wes Hardman, and hereafter will conduct the eltr. in his own name.

Oak Harbor, O.—Robert Fritchie, Frank Mitchell and Herman Brokate have bot the eltr. of Magee, Pfafenbach & Co. at this station. They will take possession Mar. 1.

Toledo, O.—Business slow in cash grain but good in trading; good demand for wheat, receipts light; farmers reserves larger than ever before.—K. D. Keilholz, Southworth & Co.

Toledo, O.—Lewis Sloan, a grain dealer of Grelton, O., and Louis A. Menzel, of the Isaac Harter Mfg. Co., have been admitted to membership in the Toledo Produce Exchange.—A Gassaway, sec'y.

Cincinnati, O.—The many friends of Chas. C. Murray, supt. of the Chamber of Commerce, and publisher of the Cincinnati Price Current, welcomed him back to the floor of the Exchange after a long and severe illness.

Cleveland, O.—Arthur G. Roesser, formerly of the Buffalo inspection force, has been added to the staff of Chief Inspector J. E. Heniken, and not appointed chief inspector, as erroneously stated in this column Jan. 25.

Toledo, O.—Arrangements are being made by J. H. Bowman to re-enter the grain business in this city. Mr. Bowman formerly was connected with the Toledo plant of the American Hominy Co. and was pres. of the Toledo Eltr. Co.

Toledo, O.—Toledo grain receipts during January were as follows: Wheat, 127,000 bus.; corn, 330,550; oats, 143,750; rye, 15,000; barley, none; compared with receipts during January, 1909: Wheat, 109,000 bus.; corn, 283,500; oats, 109,500; rye, 4,500; barley, 2,100.—A Gassaway, sec'y, Toledo Produce Exchange.

Cincinnati, O.—The following new members, elected Feb. 1, have been admitted to the Cincinnati Chamber of Commerce: Daniel M. Kennedy, grain dealer, Hamilton, O.; Dan J. Kallagher, E. M. Smith Grn. Co., Cincinnati; Wm. C. Geis, vice-pres. and treas. Jung Brg. Co., Cincinnati.—C. B. Murray, supt.

Nogge, O.—We have not yet fully decided about the building of an eltr. at any point. We are trying to get a location at Dialton (p. o. North Hampton) on the Springfield, Troy & Piqua electric line, between Troy and Springfield. Have not yet got the location secured. We may build at Casstown on the same line.—J. M. McFarland.

Cincinnati, O.—Grain receipts at Cincinnati during January were as follows: Wheat, 338,279 bus.; corn, 703,486; oats, 496,970; rye, 78,878; barley, 23,600; compared with receipts during January, 1909: Wheat, 232,548 bus.; corn, 645,040; oats, 204,408; rye, 77,030; barley, 54,050. Shipments during January, 1910, were: Wheat, 314,218 bus.; corn, 538,784; oats, 367,948; rye, 62,784; barley, none; compared with shipments during January, 1909: Wheat, 224,548 bus.; corn, 344,096; oats, 190,370; rye, 21,100; barley, 5,000.—

C. B. Murray, supt. Chamber of Commerce.

Cincinnati, O.—At the initial meeting of the new directors of the Cincinnati Chamber of Commerce the following were named by Pres. James J. Heekin to act upon the standing committees for the year: Grain inspection, J. H. Allen, chairman; H. Lee Early, F. F. Collins, Edward A. Fitzgerald, A. C. Gale. Hay inspection, Edward B. Terrill, chairman; William H. Kramer, D. B. Granger, James W. Ellis, John E. Collins, Jr. Weighing bureau, H. C. Whetstone, P. H. Gale, H. F. Cellarius; Inspection bureau, Charles W. Schmidt, John DeMolet, P. M. Gale. C. B. Murray was re-appointed supt. William McCallister, chief weigher; George F. Munson, chief grain and flour inspector; Edward F. Dennis, chief hay inspector.

Toledo, O.—Contracts have been let whereby one of our steel tank eltr. companies will put in a marine leg, which will give us two eltrs. so equipped. They will also install a large dryer of the latest pattern which ought to create a better demand here next fall for damp corn. With the above improvements Toledo will be in good shape to take in large quantities of spring wheat from boats that are loaded at Duluth, and should be able to distribute considerable of this wheat to interior millers. It will probably result also in starting trade in spring wheat futures (that is some time next summer) with No. 1 hard and No. 1 northern deliverable on these contracts. Should such a step be taken it will in no way interfere with our regular contract grade which is No. 2 red winter, because all orders would necessarily be specified as winter or spring.—J. F. Zahm & Co.

OKLAHOMA.

Yale, Okla.—The Harshbarger Eltr. Co. will build an eltr. here on the Santa Fe.

Norman, Okla.—We are organizing a new company for the purpose of building an eltr.—Norman Mfg. & Grn. Co.

Greenfield, Okla.—We have bot the eltr. of the Home Grain Co. at this point.—K. E. Humphrey, sec'y El Reno Mill & Eltr. Co., El Reno, Okla.

Tulahassee, Okla.—We have sold our eltr. here to the Samuel Plumber Grn. Co. of Wagoner, Okla.—Hannifin Mill & Eltr. Co., Broken Arrow, Okla.

Blanchard, Okla.—Blanchard Mill & Eltr. Co. incorporated with capital stock of \$10,000; incorporators, J. E. Williams, Chas. S. Vincent and G. E. Curry.

Broken Arrow, Okla.—We will repair and paint our eltrs. at Jackson, Broken Arrow and Alsuma, Okla, during the coming summer.—Hannifin Mill & Eltr. Co.

Yukon, Okla.—Construction will soon begin on the alfalfa mill of Smith & Woods at East Yukon; the plant will be located on the interurban line running to Oklahoma City.

Alsuma, Okla.—The eltr. of Bower & Brown gave way a few days ago and in order to load corn it became necessary to chop thru the sides of the building to get the grain out.—Hannifin Mill & Eltr. Co., Broken Arrow, Okla.

Pauls Valley, Okla.—W. H. Dowlen & Sons have bot the plant of the Mitchell Grn. Co. but they have not yet decided under what name they will operate locally. They also have eltrs. at Byers and

Windom, Tex. The eltr. they have just bot formerly belonged to Mr. Dowlen.

Oklahoma City, Okla.—At the monthly meeting of the Oklahoma Millers' Ass'n, held Jan. 26, the following schedule of discounts on wheat, the same as those applying in Kansas, were adopted: No. 3, 59 lbs., 1c discount from No. 2; No. 3, 58 lbs., 1½c discount from No. 2; No. 3, 57 lbs., 3c discount from No. 2; No. 3, 56 lbs., 4½c discount from No. 2.

Guthrie, Okla.—C. V. Topping, sec'y of the Oklahoma Grain Dealers Ass'n, was the principal witness in a hearing before the Oklahoma Corporation Commission held here Jan. 24. Prominent grain dealers and eltr. men appeared against the railroads that seek to have the old territorial rates put back into effect. Mr. Topping testified to the benefits of the Commission's grain tariff and the privileges which permitted Oklahoma mills to compete with mills outside the state. The railroads were represented by their attorneys and Oklahoma traffic men.

Oklahoma City, Okla.—Arguments in the case wherein the Ochiltree Grain Co. sued the Texas Pacific Ry. Co. and the Rock Island Co. for a refund of \$62 on grain shipments, and demanded that a tariff be established in interstate grain shipments, were concluded in the district court here Jan. 30. Briefs are to be submitted to the Interstate Commerce Commission at Washington and a further hearing was set for March 21 and 31. The government was represented by C. R. Hillyer of Washington, a special examiner for the Commission. The grain company holds that a charge of 29½c per 100 on shipments from Ninnekah to Leetsworth, La., was exorbitant. It asks the Interstate Commerce Commission to specify a reasonable rate from Chickasha to Fort Worth and to Louisiana points. The case was filed in Enid in 1907 and was first heard by Frank Lyon, a commission examiner.

PENNSYLVANIA.

Union City, Pa.—Davison & Weller have bot property here with frontage on the Pennsylvania railroad and will at once build a large feed mill which will be equipped with electric power.—P.

Delaware, Pa.—Geo. H. Lum Co. incorporated to operate eltr. and flour mill, and buy and sell grain; capital \$25,000; incorporators, Geo. H. Lum, Hillsboro, N. J.; Wm. F. P. Lofland and W. I. N. Lofland of Dover, Pa.

Harrisburg, Pa.—The Pennsylvania Primo Feed Co. stockholders held their annual meeting here Jan. 18 and the following officers were elected: Pres., W. J. Calder; vice-pres., Isaac Freed; sec'y-treas., R. A. Carl. Prof. F. D. Fuller was elected gen. mgr. and chemist.

PITTSBURG LETTER.

J. W. Smith & Co. will move to the Wabash building, April 1.

R. S. McCague announces large arrivals of corn and believes more corn is being stored here than ever before.

D. G. Stewart & Co. say that the corn market is "rotten." Ohio and Indiana grain is coming in most freely on their shipments.

The H. G. Morton Hay & Grain Co. is putting in some fine machinery in its eltr. at Sheraden station on the Panhandle railroad.

Receipts of grain at Pittsburg during January were as follows: Corn, 424,710 bus.; oats, 475,650; rye, 91,000.—O. C. Alexander, supt. Grain & Flour Exchange.

Good business in rye is the comment made by R. D. Elwood & Co. They complain bitterly of the poor quality of corn arriving and to this fact largely they attribute the drop of 6c in price.

B. McCracken & Son report that more grain is coming in and that it keeps a man extremely busy nowadays selling his corn. The volume of February business so far is fairly satisfactory to them.

R. S. McCague, Pittsburg, has sent out with his compliments an attractive glass paper weight which bears a photograph of the elevators and newly constructed warehouse of this prominent Pittsburg concern.

Joseph Gray, newly appointed weighmaster for the Pittsburg Exchange, is doing fine work in his new field. Rule 1 of those adopted at a recent meeting by the Board of Managers for use in the new Buro of Weighing follows: "Take record of car seals, and in event any door is found without seal intact, immediately bring the matter to the attention of the railroad agent. Thoroughly investigate the general condition of car."

The Pittsburg Grain & Flour Exchange and more than a dozen of its members are preparing to move into the Wabash building, April 1. The Exchange will have big quarters on the eighth floor which are now being fitted up and the members will occupy suites of rooms on this floor and the seventh. It is estimated that the location will enable the members to save a lot of time in going to and from the yards for inspection purposes.

All things considered, the hay and grain market is in fair shape in Pittsburg. Receipts have been heavy for a month past. Ohio and Indiana have contributed most largely to the supplies of grain and the latter state, with Michigan, has furnished a large part of the hay. The feature of the last month's dealing was the bad break in corn. An average drop of six cents was noted on both shelled and ear. Both went down 4c at one jump and the market with 120 cars arriving weekly was considerably demoralized. Pittsburg firms, however, have been taking the matter pretty philosophically and as far as possible have been storing their arrivals. The Central Eltr., on this account, has more corn in it today than ever before and private eltrs. are full. The quality of the corn arriving was almost uniformly poor. It was damp and heated badly so that some of it had to be re-dried for sale. Oats, on the other hand, are holding firm in market and stocks are well cleaned up. Quality is better than last month. A fair quantity of rye is coming in, mostly from Michigan. Hay is firm at advancing prices with the demand from the country and mining towns very good. Dealers all look for an improvement in general trade within the next two weeks for as soon as the weather breaks outside operations will start and create a big new demand for both hay and grain.—P.

PHILADELPHIA LETTER.

The new members of the Commercial Exchange are N. Snellenburg & Co., Philadelphia; Long & Bunting, Oxford, Pa., and the Grand Trunk Railway System.

There were 330 votes polled at the Commercial Exchange election and Captain John O. Foering just arrived in time from North Carolina to deposit the last ballot.

There has been less than 6,000 bus. of corn in elevator storage here and as 200,-

000 bus. is considered a full steamship cargo, the question arises: "Where is the export trade going?"

Frank Evans Marshall, sec'y; Henry A. Tumelty, ass't-sec'y; Lorenzo J. Riley, stenographer; Joseph Hoag, gatekeeper, and all of the call boys of the Commercial Exchange were reappointed.

The following transfers of membership in the Commercial Exchange took place during January: L. G. Graff, Jr., to L. G. Graff & Son; Delp, Ettinger & Co. to E. E. Delp Grn. Co.; Young & Brother to Frank K. Holloway.—Frank E. Marshall, sec'y.

William Menaugh, a member of the Commercial Exchange and for 14 years identified with the grain firm of I. S. Stover, died suddenly Jan. 29. Mr. Menaugh took an active part in the recent election of officers of the Exchange and while he had been ill his sudden death came as a shock to his friends.

Treas.-Elect. Joseph W. Beatty, of the Commercial Exchange, bade his many friends here goodbye and started on a trip of several weeks to Cebro Island, off the coast of California, where he is largely interested in mining and mineral possibilities, leaving the wholesale hay and straw business here in charge of his assistants.

Receipts of grain at Philadelphia during January were as follows: Wheat, 469,630 bus.; corn, 101,720; oats, 388,286; exports: Wheat, 841,570 bus.; corn, 108,499; oats, none; compared with receipts during January, 1909, as follows: Wheat, 457,176 bus.; corn, 751,452; oats, 418,667; Exports: Wheat, 1,043,755 bus.; corn, 856,109; oats, none.

A western syndicate connected with the so-called malt trust has bot the block of stock in the American Mlg. Co., successor to the Marsden Co., owned by the Pitcairn interests. The stock consists of about 100,000 shares, and it is said about \$2 a share was paid for it. Former Gov. Stone, of Missouri; George M. Charles, of Indianapolis, and H. G. Atwood, of Minneapolis, are among those involved in the deal. Messrs. Stone and Atwood have large grain and flour interests, and Mr. Charles is connected with the American Malting Co. It is planned to use the by-products of the malt plants in the manufacture of various products of the milling company.

The annual election of the Commercial Exchange was held Jan. 25 and resulted in the election of the following officers: Pres., Samuel L. McKnight, vice-pres., William McAleer, Jr.; treas., Joseph W. Beatty; directors, to serve two years, James L. King, Emanuel H. Price, Walter F. Hagar, B. Devitt, William J. Koch and George M. Warner. Geo. P. White, who polled the seventh highest vote, was elected to the unexpired term of Mr. McKnight, who, by reason of his election as pres., left a vacancy on the board. The election marked one of the liveliest contests for control of the Exchange in years. McKnight's plurality over Scattergood, his opponent, was 40 votes. One of the surprises of the election was the victory of William McAleer, Jr., vice-pres. and running mate of Mr. Scattergood, who was returned a victor over Louis G. Graff by one vote. Mr. McAleer has consistently stood for the policy advocated by Mr. Scattergood, and while the head of the ticket went down to defeat he succeeded in being returned to office by the narrowest of margins. Following the first meeting of the new directors there was a decided shakeup in

the personnel of the committees. In all 13 committees were appointed by the new pres., and selections were made, in a majority of cases, from the ranks of those who supported Mr. McKnight in the contest. Louis G. Graff, the defeated candidate for vice-pres., was elected to the board to fill the unexpired term of Mr. McKnight. His election gives the McKnight party a comfortable majority in the directorate. William M. Richardson, who was chairman of the transportation committee during the Scattergood administration, was succeeded as chairman by James L. King. Other members of the transportation committee are: Winfield S. Woodward, George M. Warner, Hubert J. Horan, E. E. Pennock, Frank K. Miller, and M. F. Barringer. Mr. Richardson was appointed on the rooms and fixtures and information and statistics committees. Mr. McKnight reappointed Frank L. Neall and Samuel T. Kerr to represent the Exchange on the joint committee on freight rate and differentials. Frank E. Marshall, sec'y, who was a member of that committee, asked to be relieved, and his place was taken by James L. King. Following is the committee on grain: William B. Dupuy, Sydney Street, H. Dewitt Irwin, George G. Omerly, C. Herbert Bell, E. J. White and Harvey C. Miller.—S. R. E.

SOUTH DAKOTA.

Büttler, S. D.—The Farmers Eltr. Co. will add a stock of lumber.—J. L. Barry, sec'y.

Hooker, S. D.—Apland & Gunderson have added a direct metal loading spout to their eltr.

Sioux Falls, S. D.—My agt. at this point is J. W. Strauf.—J. B. Scheier, Adrian, Minn.

Dallas, S. D.—We have an eltr. under construction here which will be completed by July 1.—Wm. Krotter Co., Stuart, Neb.

Ravinia, (no p. o.) S. D.—A. A. Truax, headquarters Mitchell, S. D., has begun the erection of a 20,000-bu. eltr. at this station.

Frederick, S. D.—The eltr. of the Crown Eltr. Co. has been leased by the Dakota Grn. Co., with F. W. Callaghan in charge.

Worthing, S. D.—No empty cars; houses about all full; about 24 loaded cars on side track here morning of Jan. 25.—J. Madden & Son.

Running Water, S. D.—J. J. Burbeck, of Avon, has succeeded John Johnson as agt. here for the Avon Grn. Co.; Mr. Johnson has removed to Avon.

Loomis, S. D.—M. E. Nagel is an irregular shipper from this station; I have succeeded J. W. Ayres as agt. for the So. Dak. Grn. Co.—Garfield Anderson.

Dell Rapids, S. D.—The eltr. of the McCaull-Webster Eltr. Co. was closed Jan. 1; H. Ryan was agt. for the company from August 1, 1909, until the house was closed.—W. J. Prisch.

Wentworth, S. D.—After July 1 I shall own and operate the eltr. here of the Abraham & Schultz Co., of which I am sec'y; this will leave five eltrs. to be operated by that concern.—Byron Farrell.

Mitchell, S. D.—The State Corn Show closed here Jan. 21 with a business meeting and election of the following officers: Pres., H. E. Dawes, Fulton; vice-pres., H. W. Thompson, Fulton; sec'y,

C. Willis, Brookings; treas., E. P. Sand, Mitchell.

Sitka sta., Selby p. o., S. D.—I have an eltr. at this point, a new station on the C. M. & S. P. in Walworth County, 80 miles west of Aberdeen, my headquarters; capacity of house is 35,000 bus.—J. G. Brady.

Freeman, S. D.—The Freeman Eltr. Co. has built an addition to its house for a flour exchange; the eltr. will be improved during the summer; this station is greatly hampered thru car shortage; movement of corn has almost stopped as buyers cannot handle the stuff.—W. H. Borman.

Sioux Falls, S. D.—The indictment against John G. Walters, charged with obtaining \$10,000 from the H. Poehler Co. of Minneapolis by fraudulent representations, was quashed on the ground that the indictment did not charge a public offense. The case was heard in Minneapolis. Walters was arrested last summer and charged with representing that the Plymouth Eltr. Co., of which he was head, owned several eltrs. and some real estate in Minnesota and South Dakota. The H. Poehler Co. claims to have loaned Walters \$10,000, taking the equipment as security. As the Plymouth Eltr. Co. actually existed, Walters claimed the H. Poehler Co. had merely extended him credit which he had accepted.

SOUTHEAST.

Mobile, Ala.—Grain dealers of this city are planning to join the Grain Dealers National Ass'n.

Montgomery, Ala.—S. T. Shank Co. is no longer in the brokerage business.—Frank MacPherson & Co.

Mobile, Ala.—Jas. T. Bradley, of Jas. T. Bradley & Co., formerly receivers in this city, is deceased and the firm is out of business.

Wellsburg, W. Va.—Carman & Liggett, dealers in grain and hay, have dissolved partnership. Mr. Liggett will continue the business.

Weathersby, Miss.—Considerable interest is being manifested here in the raising of wheat. Between 50 and 60 acres have been planted in this vicinity and if a crop is raised the acreage will soon be increased.

Mobile, Ala.—A great many shippers are selling No. 2 corn and shipping No. 3. This scheme worked pretty well so long as the market advanced or was steady. No particular market seems to be controlling business in Mobile at present but supplies are being hot from grain centers thruout the country. We anticipate a large trade this spring as everything points toward an increase in business.

TENNESSEE.

Jackson, Tenn.—A new plant for the handling of feed and grain has been completed in this city by the Hicks, Lawrence Com. Co.

Memphis, Tenn.—C. F. Kolp, formerly with John Wade & Son, has joined Mr. McCord, formerly of McCord & Horton, and Mr. Crockett in the formation of a new receiving and shipping firm to be known as McCord, Crockett & Kolp.

Nashville, Tenn.—"Facts About Nashville" is the title of an attractive booklet issued by the Chas. D. Jones Co. of this city. Reasons are given "Why you should

buy your grain here," and three pages explain the "Call Board," what it is and how to trade. An attractive half-tone on the last page discloses the "future manager" of the Chas. D. Jones Co.

Nashville, Tenn.—A verdict in favor of Williams & Worsham, of this city, was rendered Jan. 29 by the state supreme court in the suit brot against that concern by Eaton, McClelland & Co., of St. Louis. In the spring of 1907 five shipments of corn were made to the Nashville firm by the complainants, the shipments aggregating 26,362 bus. The grain was shipped on Bs/L order of shipper, draft attached. On account of hot, damp weather, the corn was damaged in transit and the defendants refused to accept or pay for it. Suit was brot for breach of contract, damages being asked in the sum of \$3,165. The lower court sustained the contention of the defendants and the supreme court affirmed the decision. In the spring of 1907 a great deal of damaged grain from western points was received in Nashville under similar circumstances, and in almost every case was paid for. Williams & Worsham, however, acting under the advice of their attorney, declined to pay, thus bringing about the suit.

TEXAS.

Blue Ridge, Tex.—The Griffith & Graves Co. has filed certificates of dissolution.

Sherman, Tex.—The Gribble Carter Grn. Co., of this city, has filed articles of dissolution.

Fort Worth, Tex.—We have removed from San Antonio to this city.—Werner Wilkins Grn. Co.

Fort Worth, Tex.—Sweet-Skiles Grn. Co. incorporated with capital stock of \$10,000; incorporators, W. L. Sweet, F. W. Skiles and E. T. Sweet.

San Angelo, Tex.—J. M. Rutherford, head of the Rutherford Mill & Eltr. Co., Chillicothe, Tex., was here a few days ago looking into the prospects for an eltr. and warehouse at this point. He stated that while not definitely decided upon the company, in all probability, will erect a plant here costing about \$80,000.

Galveston, Tex.—January clearances for foreign ports of grain loaded at Galveston included 32,000 bus. wheat and 767,214 bus. corn; compared with 392,640 bus. wheat and 1,117,051 bus. corn exported during the corresponding month of 1909. Total shipments since Sept. 1, 1909, have been 1,540,219 bus. wheat and 1,761,499 bus. corn; compared with 4,646,004 bus. wheat and 6,281,162 bus. corn shipped during the corresponding period of 1909.—C. McD. Robinson, chief inspector Galveston Board of Trade.

Fort Worth, Tex.—Complaint was made Jan. 28 by the Felton Grn. Co., at a hearing held by Special Examiner Hillier, representing the Interstate Commerce Commission, against the Union and So. Pacific railroads. The allegation was made that on shipments of alfalfa from Colorado and New Mexico points the grain company was charged a rate to Louisiana points that was a gross overcharge. The rate claimed to be the correct one was 40c instead of 67c, as demanded by the railway companies. The testimony will be laid before the commission at its next hearing, with the recommendations of the special examiner.

UTAH.

Salt Lake City, Utah.—The Supreme Court, on Jan. 20, reversed the finding of the lower court in the suit growing out of a deal in wheat between F. A. Neuberger of Logan and David Robbins & Co., grain dealers of this city. The question at issue is whether a farmer can contract to sell his wheat at a certain price, while it is still in the ground, and then refuse to sell part of it when he sees the price advance. The case was remanded to the judge of the first judicial circuit for a new trial.

WASHINGTON.

Spokane, Wash.—The Milwaukee road has bot the property occupied by the National Feed & Mill Co. and the latter has closed a lease for another site whereon it will erect a plant affording 10,000 sq. ft. floor space. The new building may be occupied by May 1. The concern handles hay, grain, feed and flour and makes a specialty of steam-rolled barley in 75-lb. sacks.

Olympia, Wash.—The state board of control has fixed 6c as the retail price of penitentiary grain sacks for this year, or 5.9c when applicants combine orders to make carload shipments. The prices are for the bags delivered at any railroad station in the state, based upon the estimate of the crop made by the state grain commission. The board apportioned the 1,500,000 bags to be manufactured this spring to the various grain-growing counties.

WISCONSIN.

Marion, Wis.—Mark Moore has been employed in a clerical capacity at the eltr. of C. A. Finsterwald.

Richwood, Wis.—The eltr. of the Farmers Eltr. Co. recently was burned; E. M. Uehling is sec'y of the company.

Melvina, Wis.—The Monroe Co. Equity Soc. has decided to erect an eltr. here. T. R. Jones is pres. and M. P. Larson sec'y-treas. of the company.

Washburn, Wis.—A denial has been made by the Van Dusen-Harrington Co., of Minneapolis, that it has leased the eltr. at this point of the Omaha road, as reported in this column.

Zanoni, Wis.—The new C. & N. W. extension and short cut about to be built will pass 2¾ miles north and I have their promise for a station at the line where they cross the wagon road north of here; this will help me out on shipments in and out.—H. D. White.

Superior, Wis.—The compilation of the annual statement filed with the state treas. at Madison by the Wisconsin Grain & Warehouse Commission may be done under the supervision of someone from the office of the treas. by request of one of the commissioners.

Forestville, Wis.—The Cargill Eltr. Co. has resumed buying grain at its eltr. here which the Farmers Equity Society of Sturgeon Bay has leased; the latter company has withdrawn, tho Henry Perry, who acted as its agt., has been retained as buyer by the Cargill Co.

Mondovi, Wis.—I have rented my eltr. and feed store for one year to Ole Wolff who will take possession next week. I am going to spend the remainder of the winter in California and after that have made no plans; I will be out of the grain business at least one year.—S. N. Knudson.

Superior, Wis.—H. A. Johnson was endorsed for a 3-year term as a member of the Wisconsin Grain & Warehouse Commission at a meeting of the directors of the Superior Board of Trade held Jan. 20. It is believed that the endorsement will be approved by Gov. Davidson and that Mr. Johnson will receive the appointment. Mr. Johnson was first appointed on the commission following the death of the late Homer Andrew, who was appointed as the member from Wisconsin when the commission was first organized. Since then he has been one of the leading commissioners and has done considerable work in strengthening the cause of Wisconsin grain inspection. Mr. Johnson was appointed last February for a term of one year, which expired Jan. 1. The terms of the other two commissioners expired at that time and they will be either reappointed or their successors named by Gov. Davidson. James Kernan is representing the state of North Dakota and his position will be filled upon the recommendation of the governor of that state. Wm. H. Crumpton succeeded the representative of New York state who was named on indorsement by Gov. Hughes.

MILWAUKEE LETTER.

C. S. Christensen, a miller of Madelia, Minn., has applied for membership in the Milwaukee Chamber of Commerce.

Alleged discriminations by the railroads against Milwaukee grain shippers and in favor of Minneapolis will be investigated by a committee appointed by Pres. Wallace M. Bell, of the Milwaukee Chamber of Commerce. If sufficient ground is found for the charges they will be referred to the Interstate Commerce Commission.

Receipts of grain at Milwaukee during January included the following: wheat, 354,700 bus.; corn, 779,900; oats, 634,500; barley, 975,900; rye, 74,000. Shipments during the same period were: wheat, 194,695 bus.; corn, 420,460; oats, 508,583; barley, 261,805; rye, 76,100.—H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

Congestion of freight at Milwaukee will be investigated by a special committee appointed by Pres. W. M. Bell of the Chamber of Commerce. According to a recent report, there were between 1,500 and 2,000 cars of grain, billed from Iowa and western points to Milwaukee, which had been on the road from three weeks to two months. A great deal of this is said to be lost in the Milwaukee yards.

The contract for the erection of a fire-proof eltr. and milling plant for the Chas. A. Krause Mlg. Co., to replace the plant burned recently, has been let to Moulton & Evans. The buildings will be five stories high, of concrete reinforced construction, and, when completed, will be the largest exclusive feed mill in the world, covering a block of ground, and producing 1,000,000 lbs. of horse and cattle feed per day. All of the milling machinery will be electrically operated. The cost of the buildings and machinery will be \$250,000. The contractors will furnish the entire equipment for the mill and eltr. and expect to have the plant in operation July 1.

A deal in corn on the Chicago Board of Trade is not a gambling transaction, according to the verdict of a jury in the trial of a suit brot by E. W. Wagner, of Chicago, against the Engel-Millar Co. The basis of the suit brot by the broker was that the Engel-Millar Co., on Oct. 18, 1907, wired an order to invest \$650 in

corn, which he did. Upon presentation of the bill he declares the defendant refused to reimburse him. The defense of the company was that only a May option had been ordered and no authority had been given for the purchase of corn. At the opening of the trial the defendant set up the plea that the deal was nothing less than a gambling transaction and therefore the plaintiff had no standing in court. A motion for a non-suit, however, was denied by the judge and the jury returned a verdict in Mr. Wagner's favor. Announcement was made by attorney for the Engel-Millar Co. that they would carry the case to a higher court.

Calendars Received.

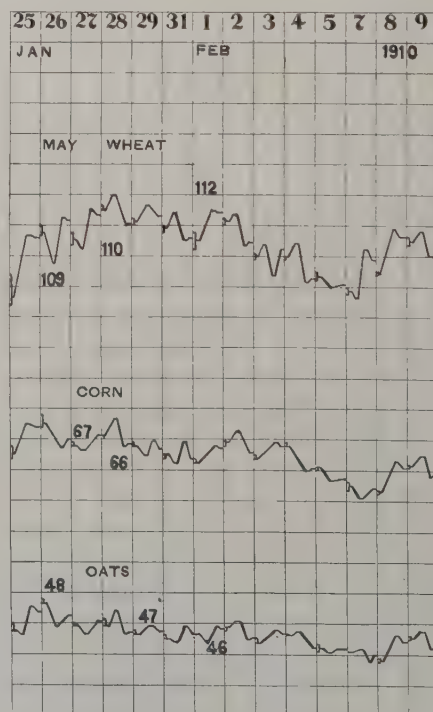
Each of the vari-colored pages of the 1910 calendar of the Cyclone Blow Pipe Co., Chicago, which we have received, is illuminated with the striking trade mark design of the company. The calendar is printed on heavy enameled paper and it will prove both ornamental and serviceable in any grain dealer's office.

"A Calm Night," the painting by Edwin Lamasure, is artistically reproduced on the calendar that is being sent out to the trade by the Minneapolis Seed Co.

Considerable historical interest attaches to the calendar for 1910 that is being distributed to the trade by the Miner-Hillard Mlg. Co., of Wilkes-Barre, Pa. The six portraits reproduced on the calendar represent the founder of the first mill of the concern and his successors in the same company—leaders in that industry in that section of the country. The portraits shown are those of Thomas Wright, who in 1795 built the first mill at Miners Mills and operated it until 1800; Asher Miner, who operated the mill from 1800 until 1826; Robert Miner, 1826 until 1842; Oliver B. Hillard, who built a mill in Wilkes-Barre in 1849 and operated it until 1852; Thaddeus S. Hillard, 1852 until 1893, and Chas. A. Miner, pres. of the Miner-Hillard Mlg. Co. from 1894 to 1903, and operator of the mill, first as a minor under a guardian from 1842 until 1853, then by himself or in partnership until 1894.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Feb. 10, are given on the chart herewith.



Mid-winter Meeting Michigan Bean Jobbers

The first session of the midwinter meeting of the Michigan Bean Jobbers Ass'n was called to order at 2:40 p. m., Thursday, Jan. 27, at Detroit, Mich., by Pres. J. A. Heath, with about 60 present, a number increased to about 85 later.

Mayor Breitmeyer's address of welcome was responded to by William Reardon with a story.

Wm. Reardon: The present season so far has been a successful one. Our business has been so conducted that we can not be criticised. No consumers are refraining from eating beans on account of high prices. To the boycotting meat abstiners I would say "Eat beans and be happy."

Governor Fred M. Warner: We started this year to raise beans on our Huron County farm. We had pretty good luck in selling them to Mr. Orr. I think we beat him a little. The farmer is not getting too much for beans at \$1.75 to \$2 per bu. In Yucatan they raise a brown bean; nearly every Indian grows a few beans, and they subsist on a gruel made of beans and cornmeal.

Fred R. Drake, representing the National Wholesale Grocers Ass'n, made an eloquent plea for the granting of a 1 per cent discount for payment of drafts on demand and before arrival of beans shipped, suggesting that the discount be added to the price.

Pres. Heath read his address from which we take the following:

President's Address.

As I was preparing to write a review of the work of our Ass'n since the last meeting a clipping from a Boston newspaper of Jan. 20 was handed me. In the event that this item is correct it would appear that the work of the Michigan Bean Jobbers Ass'n is largely a matter of ancient history. The only thing that we can hope is that our successors in the bean trade in Michigan will be governed by the same principles and high plane of business integrity that have placed the members of the Michigan Bean Jobbers Ass'n where they stand to-day, so that a contract given under our rules and regulations is considered worth one hundred cents on a dollar throughout the length and breadth of the land. As all of you may not be familiar with the fact that you are about to go out of business, I will take the liberty of reading the editorial:

"An individual named W. B. McKettrick, of Detroit, is trying to corner the bean market and organize the bean into a trust. Two years ago Judge Francis J. Wing of Cleveland tried the same thing and failed miserably. McKettrick has found out that there are 1,200 bean elevators. If he can combine the elevator holdings and keep them gripped for a rising market he thinks he can boost the bean price to a record-breaking mark and make millions."

It was with a great deal of regret that, notwithstanding every possible effort was made by your Board of Directors to induce our Sec'y, Mr. Allmendinger, to continue in the same position for the ensuing year, business considerations were such that he could not possibly retain the position, nor could we in justice ask it. After carefully canvassing the whole situation we offered the position to Mr. V. P. Cash, sec'y of the Central Michigan Ass'n, and we feel that the choice was a good one. While Mr. Cash was new and entered into the work under somewhat of a handicap, he has certainly done all that could be done to fill the duties of the position, and in the name of the Ass'n we wish to thank him for his efforts in our behalf.

At a meeting of the Board of Directors the following committees were appointed and their reports will be heard later:

Arbitration: E. W. Burkhart, Fowlerville; F. J. Hynes, Brighton; K. R. Smith, Ionia.

Program: H. W. Carr, Saginaw; J. P. Burrows, Flint; F. M. Sheffield, Detroit.

Transportation: E. L. Wellman, Grand Rapids; Kenneth Kimball, Jackson; A. E. Lawrence, Mulliken.

Statistics: Burdick Potter, Fenton; F. S. Lockwood, Portland; J. D. McLaren, Plymouth.

Acting under the instructions of this Ass'n I appointed a special committee to consider the feasibility of engaging a permanent secretary to give his whole time to the work of this Ass'n, consisting of Mr. W. J. Orr, W. I. Biles and Mr. Barrett.

Excessive Competition.—It is unquestionably a fact that a crop of first-class beans such as was harvested last fall is not a profitable one to handle for bean jobbers with expensive plants. No previous knowledge or experience is necessary to handle beans that do not pick over one pound. Conditions have seemed to warrant a degree of competition that has, to a large extent, prevented a reasonable profit on the business transacted. In a few localities where local ass'ns have been organized a fair profit has been realized, but in a larger part of the state what profits have been made have come through market advances. I cannot believe that this shows good business judgment, and if persisted in our members are going to be up against a heavy loss, as the time will certainly come when we will have a decline instead of an advance.

Local Ass'n.—The only solution that I can see to improve present conditions must come through these local organizations affiliated with our state association, and one of the greatest advantages that I can see from a permanent secretary that through him these associations might be organized and made to work in harmony.

Trade conditions in the past six months have been generally satisfactory, rejections have been very few, contracts have been satisfactorily taken care of, and the standing and influence of our Ass'n has been largely increased throughout the country. So far as market conditions are concerned you are all perfectly familiar with them. The only cloud in the situation at present is the probability of imports of foreign beans.

Imports of Beans.—To our personal knowledge during the past week New York importers have placed orders in Europe for about 50,000 bags of beans. The quality of the foreign stock is very fine this year and we do not believe that domestic beans will bring very much premium over the best grades of foreign stocks. The stocks of old foreign beans have been largely reduced, but we think there are still 100,000 bags in bond in different Eastern markets. While the foreign situation is undoubtedly much stronger than it was a year ago, the fact that about 50,000 bags have already been imported leads us to believe that they have more beans over there than they are willing to admit, and we think it would be a great mistake on our part to advance our local market to a point where large quantities of these beans can be brought in.

Avoid Speculation.—If properly handled, the balance of the Michigan crop can be marketed at a fair price so that a reasonable profit can be made by all concerned, but to do this I believe we should try to avoid speculation and endeavor to have the stock moved on to the market as it is needed, by so doing we can have a gradually advancing market and prevent any large competition from foreign stock.

Pres. Heath appointed the following committee on resolutions: F. M. Towner, Fred Kinde, Wm. Wallace and F. E. Lewellyn.

Sec'y V. P. Cash read his address from which we take the following:

Secretaries' Report.

I found in taking the books and equipment from Mr. Allmendinger, who by his untiring efforts has done much to build up the Ass'n, that he had clothed it with the same dignity and businesslike appearance that characterizes all of his personal enterprises. To him you owe a debt of gratitude which some of us will never live long enough to pay.

The wholesale dealers and groccymen come to us with their cases in arbitration, because from past experience, they have a faith in your integrity that cannot be shaken. And I believe the day is not far distant when ninety percent of the Bean Dealers of Michigan will seek our folds, as a matter of profit, and a large percent of

the wholesalers in the United States will find it advantageous to be members of this organization.

Abuses.—As I contrast the standing and reputation we have gained at home and abroad, with the methods that are being practised by some shippers this year, I tremble for our safety; when I see sample after sample of beans sent back for arbitration that were shipped for choice hand-picked, which actually will pick from three to four pounds. It will not be long, if these abuses continue, before Michigan hand-picked beans will have lost the reputation they bear today. It is a serious blow to the character of our Ass'n and one that will certainly lower our standard of grades, if continued. I do not believe we can afford to do this from a business standpoint and it does not seem credible that any member can so far forget the rules of grading as to ship stock of this character.

Michigan lost her reputation with the wool trade by being careless as to grading; and, as you all know, Ohio delaine wools are today selling from two to five cents above Michigan.

Scoop Shoveling.—You will bear with me if I touch upon a topic that has been threshed over many times and yet there is grain in the straw. I can hear the oft-repeated prayer of the elevator man, "Oh Lord, deliver us from the tantalizing scoop shoveler. Take this one away and send us none other." This word tantalizing, which seems so applicable in this case, was derived, we are told in Grecian mythology from the name of a criminal called Tantalus, who was chained to a rock to be starved to death as a punishment for his crime. And before him was placed the most tempting of victuals. And there, surrounded by all the delicate dishes in sight, smell and almost in reach, to remain until death came to his relief. The viands before this unfortunate Grecian in many ways are similar to the scoop shoveler before the elevator man. You can see them, you can feel their baneful effect upon the market and in many cases they grow so obnoxious you can even smell them, and yet we have seemed unable to reach them. In years past, scoop shoveling has been defined and a penalty has been fixed and still the evil exists even among our own members in good standing. It is hard to reach outside intruders who are not associated with us, but when it is practised by our own members it seems the offense is verging on treason.

This month I issued a circular, attached to which was a series of questions, and I wish to thank you gentlemen for your prompt and painstaking replies. The first question reads, "Have you experienced any trouble from scoop shovelers this season?" Out of 120 replies, 28 report annoyance and from this number twenty percent were members of the Ass'n. I notice the percent was greater in Michigan, in proportion to the numbers reporting, than it was in New York State or Canada. I suggest that we continue our warfare on the scoop shoveler more vigorously than ever, as there are many abuses along this line to be corrected. It is unnecessary at this point to go into details. You all know the scoop shovelers are a leech on the community. They pay no taxes; they do not help to maintain a market in time of depression; and are no benefit to anyone, not even themselves.

"How are you testing, do you take off 5c or 6c per lb. for discount?" From the same number of answers, we find eighty-nine who are taking 5c off and about twenty-two who take off 6c. The remainder who reported were discounting 3c for dirt and taking 61 lbs. per bushel from the farmers for one pound pickers; 62 lbs. for two pound pickers and 63 lbs. for three pound pickers, and so on at this rate. Here appears a very serious question before us. This topic has been thoroughly discussed in all its phases by our Local Ass'n in Central Michigan. The Reardon Schedule was adopted, but in some instances it seemed impossible to live up to this method of testing; which permit me to say, is the only fair and strictly honest method of testing. With the paying price to the farmers at \$1.80 or upwards, if it is right to discount at all, it is certainly honest to take off 6c and in doing so you can defend your position with the farmer. Whereas when you are only taking off 5c you are making him a present of one cent per pound on the number of pounds deducted, which he does not realize, and hence does not thank you for. I sincerely hope and trust the Ass'n will take some action along this line with a view of trying to establish a uniform method to be adopted by the State.

"Are farmers free sellers?" Out of the entire list only six report them as free sellers. A small percent report the movement fair and farmers were disposed to let go of their stock fairly well in the first part of the season but as prices advanced and got to about the \$1.90 mark, the general dis-

position seemed to be to hold for \$2. This rather confirmed the opinion of most dealers that the more the price advanced, the farmers were more and more inclined to the belief that if they were firm in their views they would eventually bring the dealers to their ideas of prices.

"How do you regard the outlook?" brot a variety of answers. However, most dealers regarded this as referring to prices and a majority of the dealers favored higher prices, at least until they reached \$2.00 or \$2.10 to the farmer. Then most of the trade seemed to think it depended entirely upon the action of the farmers and importation of foreign beans. I might say here, the importation of foreign stock has not affected our market thus far to any great extent. Last year from September 1st to the present time 113,504 bags of beans were imported into New York markets and during the same time this year there was only 44,835 bags; only about one-third the amount of a year ago. The beans that were imported this year were mostly the small pea beans and are about equal to our Mich. prime hand picked. As I understand it, foreign beans are not selling very readily and but few of them are finding their way into the interior. The foreign market is firm and much better prices than last season; while our markets up to this time have not averaged quite as high as last season. The foreign crops are somewhat below an average and unless our markets get considerably higher, I do not look for much trouble from foreign beans.

Handlers of Beans Prosperous.—To sum up the situation at home: I believe in a general way, the handlers of beans throughout Michigan have experienced this year more than a usual degree of prosperity. I believe the trade is better organized than ever before. The good work of the State Ass'n in years past has verified to the smaller dealers, the advantage of organization and today we have more local Ass'ns in good working order and better organized than ever before in the history of Michigan. I fancy I see a marked improvement for the betterment of the small dealer all along the line. Let us continue to work together. Be content with your share of the business, keep off of your neighbor's territory, and I am satisfied more profits and a better feeling will prevail.

Mr. Drake, or the Wholesale Grocers Ass'n, was again given a hearing on the desired 1 per cent discount.

Mr. Weaver: On grain, beans and other stuff going thru an elevator there is no time for the dealer. Drafts should be attached to B/L. It would be just as reasonable for the Board of Trade to ask for a discount on rye, wheat and oats. We will have to go to the farmer and ask him to give us 1 per cent discount for cash. (Laughter.)

Mr. Drake: We get nothing on beans and we give the retail grocer 1 per cent.

Mr. Weaver: On drafts we put "On arrival and inspection." You would not buy a car of beans of me at \$2.02 if you can buy elsewhere at \$2.00.

Sec'y Cash reported that 28 applications for membership had been received since last meeting.

Pres. Heath appointed W. J. Orr, G. F. Allmendinger and Thos. Wilson a committee to consider the applications.

Professor L. C. Corbett, horticulturist of the U. S. Dept. of Agriculture, read a paper which will be published later.

Professor Corbett passed around photographs of the pod spot disease and some vials containing beans having the disease.

Professor Corbett: The amount of seed to be used depends on size of the beans. It varies from a peck to almost 2 bus.

G. F. Allmendinger: I think peas are included in bean statistics of the government. I believe we should have statistics for beans only.

Professor Corbett: Until we get an annual census it will be impossible. In the next census beans will be separate.

Mr. Allmendinger: We are interested in beans but the government always lumps peas and beans together.

Mr. Corbett: I will look into it. It is very easy to get the Department of Commerce and Labor to separate items.

Mr. Allmendinger: I move that our sec'y draw up resolutions to the Department of Commerce that foreign beans and peas be kept separate. Carried.

E. W. Burkhart, chairman arbitration comite: One hundred and sixty samples of rejected cars of beans referred to the comite had been sold for choice hand-picked, and had evidently never been picked. Bear in mind that a bean that picks one-half pound is not always choice. Many shippers have put out that kind of stock, honestly, believing it will go thru; but if it picks one-fourth lb. of stones or dirt it will not go thru. We have had only two small matters before the comite since our last meeting and these will be adjusted.

Mr. Corbett asked that the Department of Agriculture be given a copy of the grades of the Michigan Bean Jobbers Ass'n.

Mr. Corbett offered to supply a government bulletin on bean culture to each farmer if the dealers would supply a list of names and requested that the names of the growers be sent to him, the distribution by the government to be free of charge.

Adjourned to 9 a. m. Friday.

Friday Morning Session.

A closed session for members only was held for three-quarters of an hour.

E. L. Wellman moved that the matter of employing a permanent sec'y be left to the directors.

Pres. Heath: Personally I am in favor of the employment of a permanent sec'y.

W. J. Orr: We don't want a man to go around and tell the elevator men how to conduct their business. All we need from the sec'y is statistical information. The method of local ass'ns in using a local sec'y is valuable.

E. W. Burkhart: Could a state sec'y know the conditions in the whole state. We feel the local sec'y meets the requirement more than a state sec'y, being more familiar with conditions.

Mr. Wellman's motion was carried by 20 to 14.

N. L. Stevens: In Canada we have only the crop of 1909 to deal with, none having been carried over. The advice to farmers at the institutes has been to hold back their beans. The quality is very good, hardly picking over 2 lbs. per bu., and 850,000 bus. was produced.

Frank Ferrin: New York has no ass'n. Our efforts to establish one have so far been a failure. Our agreement 2 years ago lasted one month. Anything goes as long as we keep the other fellow from getting his share. No one knows what is the market value. After having been quoted different prices by different dealers the farmer goes home bewildered only to sell later at a lower price. New York is at a disadvantage in not having so extensive an outlet as the central district.

Kenneth Kimball: In the past five years there has been no increased yield, but at Chesaning where one elevator handled the crop there are now four buyers. Take half a dozen towns and we find 3 buyers now where one was before. Elevator men are not the only men handling produce from farmers who are up against this. Potato dealers can not afford to keep a good man on account of several buyers competing for potatoes at each town. These potato buyers try to handle beans to pay expenses.

Now more than ever Michigan elevator men are selling direct. They find out the jobbers get 3 cents per bu. Thirty men send a telegram for a 50-bu. order in a little town in Ohio.

It looks like two converging lines will drive the deeper-thinking men into other lines of business. You ought to consider systematic organization and co-operation, and work out a basis for uniformly buying beans under the selling price. The third important thing to consider is the centralization of the selling end of the Michigan Bean Jobbers Ass'n.

A. N. Merritt, representing the Merchants Exchange of Chicago, advocated the sale of beans on net weight, deducting the weight of the sacks and adding the value of the containers to the invoice.

Burdick Potter read a paper on bean statistics acknowledging his indebtedness to Mr. DePuy for the facts:

H. L. Goemann: A man may ask you to ship a car containing beans and oats. Remember then to state exactly the contents when billing out. I suggest that notice be sent to members that billing beans as oats is a violation of the law. Shippers must become more familiar with the Interstate Commerce Act, to know that when they misrepresent they make themselves liable.

E. W. Burkhart: I move that a committee of three be appointed to confer with the Board of Trade to revise their quotations.

H. L. Goemann: Detroit and Toledo have been quoting on a wrong basis. I suggest that they get on the thru billed basis on the rate from Detroit to New York.

Mr. Burkhart's motion was carried.

H. E. Chatterton: The Central Ass'n of which I am a member held its first meeting in September, 1905. It has 65 members and employs a paid sec'y whose untiring work helps us wonderfully. We follow the uniform system of buying and testing on the Reardon schedule, and have solved the storage problem by cutting it out entirely.

Mr. Mansfield: Before we organized we drove for beans; now we do no driving for beans. We do not buy on a small sample.

Mr. White: It is a pity that such excellent papers as that by Mr. Ferrin should be read to empty chairs. I am much disappointed at the poor attendance during the convention.

Adjourned.

CONVENTION NOTES.

One man from Pennsylvania, Fred R. Drake of Easton.

From Indianapolis, Ind.: Fred H. Wingate and F. M. Johnston.

G. G. Utley of Dixon, Ill., was present. One Canadian shipper: N. L. Stevens of Chatham.

L. C. Corbett, horticulturist of Washington, D. C., represented the U. S. Dept. of Agriculture.

C. G. Hammond and A. H. Smith of Silver Creek, N. Y., represented the Huntley Mfg. Co.

Chas. H. Sterling and Elgin Keith of Silver Creek, N. Y., represented the Invincible Grain Cleaner Co.

Ohio was represented by Fred Mayer Henry L. Goemann and W. O. Brown, Jr., of Toledo; and Geo. Wood of Dayton.

The proprietors of the headquarters hotel made the automobile show an excuse for unnecessarily crowding two in a room.

Chicago was represented by Lawrence R. Adams, Chester F. Hogle, B. O. Lantz, A. N. Merritt, Chas. A. Heath, and Arthur J. Thompson.

O. C. Curtis of LeRoy, N. Y., presented a pocket comb to those he met, with the compliments of the LeRoy Cold Storage & Produce Co.

The officers and directors of the Ass'n deserve a more hearty co-operation by the members in their self-sacrificing efforts in behalf of the trade.

J. W. White made no secret of the fact that he was from the great bean-eating center, Bocton, Mass. From the same city came Jas. D. Hutchins.

The bean shippers evinced considerable interest when Prof. Corbett announced that the distribution of the government pamphlet on bean growing would be free of all charge.

New York was represented by F. E. Todd of Middleport, F. D. Hebbard of Brockport, V. H. Levis of Rochester, Wm. Craig of Geneseo, Frank Ferrin of Rochester and Jos. M. Bacharach of New York City.

Michigan Shippers in Attendance Were:

G. F. Allmendinger, Ann Arbor; C. B. Atkin, Highland; E. W. Aymer, Fairgrove; E. M. Babbitt, Haslett; C. R. Bailey, Laingsburg; L. S. Barlow, Deckerville; C. H. Barrett, Owosso; T. H. Battle, Mt. Pleasant; W. I. Biles, Saginaw; C. Breisch, Lansing; J. F. Brand, Saginaw; C. H. Brand, Saginaw; E. W. Burkhardt, Fowler; H. W. Carr, Saginaw; V. E. Cash, Riverdale; H. E. Chatterton, Mt. Pleasant; J. A. Cimmerer, Saginaw; F. E. Close, Byron; L. H. Cogswell, Green Oak; John M. Coup, Saginaw; J. B. Crawford, Ithaca; C. E. DePuy, Stockbridge; Mr. Detwiler, Owosso; C. H. Estee, Shepherd; B. A. Fillenger, Henderson; F. Flaherty, Charlotte; Jos. Frutchey, Cass City; D. A. Garfield, Albion; W. Grey, Jr., Romeo; A. J. Hankins, Elsie; J. A. Heath, Lenox; Walter Hess, Akron; Louis Horton, Mt. Morris; Jas. A. Howard, Midland; Frank W. Hubbard, Palms; F. T. Hyne, Brighton; S. M. Isbell, Jackson; W. N. Isbell, Lansing; R. M. Jenks, Harbor Beach; H. A. Jenne, Bryan; H. B. Johns, Millington; E. Judson, Durand; K. P. Kimball, Jackson; W. R. Kehoe, Flint; E. A. Kuhn, Gregory; W. E. Laur, Freeland; Fred Lewellyn, Shelby; J. H. Linn, Williamston; F. S. Lockwood, Portland; L. Lovejoy, Brown City; J. N. McAllister, Caro; Wm. McCallum, Dryden; E. A. McGeorge, Cass City; G. P. Maloy, Sacramento; D. Mansfield, Remus; Augustus Martus, Brown City; C. J. Miller, Swarts Creek; F. Mitchell, Wiedman; T. F. Mosely, Grand Rapids; L. W. Murray, Carson City; F. E. Nowlin, Albion; Jas. O'Connor, Bad Axe; G. E. O'Dell, Elkton; J. P. Olks, Munith; W. J. Orr, Bay Port; W. H. Payne, Bancroft; Burdick Potter, Fenton; Thos. Read, Pinckney; Wm. Reardon, Midland; A. E. Serven, Montrose; E. J. Richards, Millington; F. H. Richardson, Fairgrove; L. H. Riedel, Minden City; L. H. Shepherd, Charlotte; Wm. E. Snelling, Kingston; Lew Thompson, Chesaning; R. E. Ward, Jackson; J. J. Watkins, Hamburg; F. W. Watson, Millington; Fred Welch, Fenton; E. L. Wellman, Grand Rapids; Thos. Wilson, Marlatt; Robert Young, Gagetown.

New members who have recently joined the National Hay Ass'n, as reported by Sec'y J. Vining Taylor, are the following: Dennis & Pope, Baltimore, Md.; Crain & Co., Chattanooga, Tenn.; F. P. H. Akers, Atlanta, Ga.; Sims-McKenzie Grain Co., Atlanta, Ga.; J. M. Brown, Columbus, O.; Watson & O'Brien, Dundee, N. Y.; Miller & Clark Grain Co., Fairmont, W. Va.; Stringfellow & Doty Co., Jacksonville, Fla.

Storage of grain in England against the dreaded day of a siege is being advocated by certain public men of the United Kingdom who have not yet recovered from the war scare of a year ago. It has been suggested that the government authorize warehouse keepers all over the country to store grain on a system which for \$5,625,000 a year would secure a reserve of 10,000,000 quarters of wheat, or 82,521,000 bus., protected from market fluctuations, which, if left to private dealers, would go up to extortionate prices. He thinks the government should keep the preserve intact until a certain price would be reached and suggests that the limit should be 80 shillings a quarter.

Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

Elevation and transfer allowances on grain at Des Moines, Ia., are announced by the St. Paul & D. M. in ICC 7, effective Mar. 1.

Announcement is made by the Pere M. in ICC 2296, effective March 1, of rates on eltr. dust and oats clippings from Toledo to Peoria.

Rules governing furnishing of temporary doors for grain in bulk, effective Mar. 1, are announced by the NY C & H R in ICC B11405.

In ICC A11396, effective Mar. 2, the L & N announces rules governing milling in transit at points in Ky., drawn thru Louisville and product reshipped to points in Carolina territory.

ICC 3790, effective Mar. 1, filed by the Mich Cent, gives rates on grain and grain products from stations on that road to eastern and interior eastern points.

ICC 674, filed by the Sou Ind, effective Feb. 25, gives rates on grain and grain products from points on the Chi Sou and Sou Ind to eastern and interior eastern points.

ICC 7970, filed by the Erie and effective Feb. 28, gives rates on barley, corn, flaxseed, oats, rye and wheat ex-lake at and east of Buffalo to points in N. Y. and Pa.

Effective Feb. 25 the CM&StP announces rates in ICC B2065 on corn, rye, oats and barley bet stations on that road in Minn., Ia., and So. Dak. and stations on the C Gt West.

The C & O has filed ICC 4807, effective Mar. 7, giving rates on grain and grain products from stations on that road to eastern and Virginia cities and stations on Virginian.

In ICC B11368 the N Y C & H R announces rates effective Feb. 25 on wheat, corn, rye and barley ex-lake applying at and thru eltrs. at Buffalo to eastern and interior eastern points.

Sup 7 to ICC 2390, effective Mar. 4, has been filed by the Vandalia announcing rules governing allowance for transfer, storage, weighing, stopoff, diversion, re-shipment, etc. of grain.

Effective Feb. 21 the E & T H in Sup 2 to ICC 683 cancels rates on corn, wheat, oats, rye and barley from points on that road to Cincinnati and Louisville; ICC 2500 gives rates effective.

In Sup 1 to ICC B2040, effective Mar 3, the C M & St P announces rates on grain and grain products from points in Ill. and Ia. to eastern, interior eastern, seaboard and Canadian points.

ICC 1705 has been filed by the Toledo & O C announcing rates effective Feb. 26 on grain and grain products from stations on that road to Buffalo, Pittsburg, Wheeling, W. Va., Youngstown, O., and rate points.

ICC B2073, effective March 6, has been filed by the C M & St P in which are announced rates on grain between Milwaukee and Racine and points taking same rates and stations in Ill. and Wis. on Ill. Cent.

Announcement is made by the Ann Arbor in ICC A214, effective, state, Feb. 1, interstate, Feb. 22, of rates on grain and grain products from Manitowoc, Kewaunee, Wis., and Manistique, Mich., to points in CFA terry.

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Seeds

Fire in the plant of the Cord Seed Co., Fredonia, N. Y., Jan. 18, caused a loss of \$3,000.

The Northern Wisconsin Seed Co., Sturgeon Bay, Wis., has been incorporated with a capital of \$25,000; incorporators, P. R. Cunningham, Wm. Birdsall, Jr., and B. J. Jellinek.

The Schisler Seed Co. has been incorporated in St. Louis with capital of \$20,000, one-half paid. Incorporators are C. Wm. Koenig, Arthur W. and Jacob Schisler, Edward N. Kaercher and Wm. C. Essmuller.

Rules governing stopping seed in transit at Buffalo for cleaning, grading, inspection, sacking, weighing, change of ownership, consignee or destination, effective Feb. 24, are announced by the Grand Trunk in ICC 1348.

The committee on seeds of the Philadelphia Commercial Exchange, appointed by the newly elected president, Samuel L. McKnight, is composed of Charles R. Koch, George E. Taylor, Charles G. Alexander, Jesse Sharpless and Frank B. Sitley.

Milwaukee received during the month of January 61,480 bus. flaxseed, 39,740 bus. timothy seed and 322,197 bus. clover seed. Shipments during the same period were: Flaxseed, none; timothy seed, 6,750 bus.; clover seed, 875,710 bus.—H. A. Plumb, sec'y Milwaukee Chamber of Commerce.

A proposed amendment to the agricultural bill by Rep. Moss of Indiana, increasing the appropriation for garden and flower seeds from \$43,000 to \$100,000 was voted down. The provision in the amendment that the distribution of seed should be done by the sec'y of agri. failed to aid the measure.

Tennessee seed dealers, according to a recent report of the state commissioner of agriculture, John W. Thompson, are giving due attention to the pure seed law. He reports that the class of seeds now on the market is far better and that there are fewer mislabeled goods on the market by 50 per cent than was the case some months ago.

London, Eng.—With the absence of new English red clover the yearling seed is selling rapidly, as are fine French and Russian seeds. Hungarian and Chilean at the reduced prices are attracting attention. American and Canadian are conspicuous by their absence. In alsike, Canadian and American are quietly moving off at unchanged prices. Whites find buyers for merchantable qualities; trefoils also in spite of the high prices ruling.—John Pickard & Co.

Imports of clover seed, during the eleven months prior to Dec. 1, amounted to 14,297,474 lbs.; flaxseed, 35,078 bus.; compared with 15,330,637 lbs clover seed and 35,078 bus. flaxseed imported during the corresponding period of 1908. Exports of clover seed during the eleven months of 1909, prior to Dec. 1, amounted to 13,046,716 lbs.; flaxseed, 36,141 bus.; timothy seed, 21,036,172 lbs.; other grass seeds valued at \$561,932; compared with 6,497,953 lbs. clover seed, 1,395,505 bus. flaxseed, 21,204,887 lbs. timothy seed and other grass seeds valued at \$370,496 exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Great consignments of beans, peas and garden seeds have been sent to constituents of certain Indiana congressmen and the early receipt of the seeds has caused complaint. The recipients declare they will not keep until planting time. The early shipment is said to have been due to an error on the part of government employees and it is reported that directions for keeping the seeds, so they will not mould or sprout, will be forthcoming.

Ten thousand seed testers will be distributed thruout Iowa during the next three months by the Des Moines Commercial Club. The club will lease the testers and put them in the various cities and towns of the state free of charge. The action is taken as the result of a statement by Prof. P. C. Holden, of Ames, that unless great care is taken next year's crop will be an absolute failure as the germ was ruined in 75 per cent of the stand by an early freeze last fall.

Cincinnati received during January, 1910, 3,889 bags clover seed, 1,148 bags timothy seed and 16,606 bags of other grass seeds; compared with 6,126 bags clover seed, 483 bags timothy seed and 15,072 bags of other grass seeds received during January, 1909. Shipments in January, 1910, included 3,269 bags clover seed, 2,662 bags timothy seed and 13,558 bags other grass seeds, against 3,870 bags clover seed, 1,502 bags timothy seed, and 11,697 bags other grass seeds shipped during January, 1909.—C. B. Murray, supt. Cincinnati Chamber of Commerce.

An Indiana dealer writes J. F. Zahm & Co.; "It seems the invisible supply of seed is larger than we thought, but the writer still feels it will all be wanted. This country has twenty million acres of winter wheat in the clover belt. It is safe to figure that 20 per cent of it will be put in clover this spring. That means four million acres. We have thirty million acres of oats, and it is conservative to figure on 5 per cent of it being sown with clover seed—1,500,000, total 5,500,000 acres. At the rate of 1 bushel per 10 acres, it would take 550,000 bushels. Have we enough seed? Don't believe we have enough."

Where the yellow-flowered alfalfa grows alongside fields of ordinary alfalfa, there is a tendency for the species to cross and produce hybrids combining some of the qualities of both species, and bearing both violet and yellow flowers. In this way have been naturally produced variegated varieties which are better adapted to stand extremes of cold than ordinary alfalfa. Variegated varieties, tho possessing only 5 to 10 per cent of the yellow-flowered parentage, are greatly superior for rigorous northern climates. The strains of variegated alfalfa which have assumed greatest importance are those known as "sand lucern," "Grimm alfalfa," and "Canadian alfalfa." In many tests, the variegated strains have resisted winter-killing better and have given larger yields than ordinary alfalfa in the Northwest and Canada. The Grimm alfalfa is grown with remarkable success in Minnesota and North Dakota. It is thought that some variegated strain may prove to be more successful than ordinary alfalfa in the Eastern States, but this has not yet been clearly demonstrated. The United States Department of Agriculture, which has done a great deal of work looking toward the extension of alfalfa culture, has just issued a bulletin giving a very interesting account of the origin and character of these variegated alfalfas.

Hamburg, Germany.—France has nearly sold her pretty large old and small new stocks of red clover seed. Italy has some old and little new seed. Much of it has been disposed of. All of the other countries in Europe have no crop of any importance, and without a single exception require to buy large quantities. Even northern Russia, Poland and Austria, especially Bohemia and Moravia, some of the main producing territories, have already imported, and are forced to fill further large wants. Also the southern part of Europe (Hungaria) which so far has exported some thousand bags of medium grades and is able to continue shipping limited quantities of such seed, is now compelled to import again large quantities of fine dodderfree commodity. About 60 per cent of the European consumption has been provided for, while 40 per cent must still be filled.—R. Liefmann Sons' Successors.

Clover seed has been weak lately. The rally in March from \$8.40 to \$8.57½ was on shorts covering and a little cash demand. As soon as this was filled up more holders tried to get out and there was another break. Receipts keep up and while the shipments out are fair they have not been large enough considering the time of the year and the stock at Toledo. February deliveries were light, but that is because there were not very many open trades. There is no doubt considerable March bought, and a large part of it for people who of course don't want the seed, and the market will be governed by what these holders do. April has been traded in quite freely, and some seem willing to sell it at 25-30c under March. As sellers need not make delivery until the last day of the month they probably figure the demand will all be over and the April won't be worth much more than the October. October has held up better than the March, but if the present crop prospect continues it will probably sell lower.—J. F. Zahm & Co.

The amendments to the seed control act now before the Canadian Parliament make it illegal to sell seeds of any sort the vitality of which is not up to two-thirds of the standard for good seed of the kind, unless the percentage germination is plainly marked on each bag or package containing such seed. During December 338 samples were received at the Ottawa seed laboratory for germination or purity test. Of these only 36 were sent by farmers. Of the 119 samples of red clover tested for purity, 34 graded No. 1, 66 were salable under the seed control act but not No. 1, and 19 were prohibited. Of the 63 samples of alsike tested, 24 were No. 1, 32 salable, and six prohibited. Of the 55 samples of timothy seed tested, 54 were No. 1 and one was salable. Of the red clover seed tested up to December 31, 30 per cent has graded No. 1, 55 per cent is salable, and 15 per cent prohibited. Of the alsike tested 31 per cent has been No. 1, 56 per cent salable, and 13 per cent prohibited. In a comparison with the figures of last year, red clover seed shows a considerably smaller percentage of No. 1 seed, but with alsike there is a higher percentage of No. 1 and less prohibited. The figures for last year during the same period were: Red clover seed, 74 per cent No. 1, 23 per cent salable and 3 per cent prohibited; alsike, 25 per cent No. 1, 58 per cent salable and 17 per cent prohibited.—Geo. H. Clark, Canada Seed Commissioner.

Toledo received during the week ending Feb. 5, 2,000 bags of clover seed and shipped 5,200 bags, against 3,450 bags received and 7,350 bags shipped during the corresponding week of 1909. Receipts for the season to date have been 37,100 bags and the shipments 20,000, against 107,800 bags received and 70,000 shipped during the corresponding period of 1909.

The Summers Seed House at Malvern, Ia., is just completing its corn crib, picking room, workhouse, warehouse office, and storeroom; foundations and floors of warehouse and picking room are of concrete. In the equipment are included a burr mill, a Bowsler Feed Mill and a clipper cleaner, all removed from the old building; the company also has a 5-ton, Howe Wagon Scale. Younglove Const. Co. is the builder of the plant.

The so-called "free seed graft" recently was attacked by Representative R. W. Moss of Indiana, who made the statement in Washington that in his state the beans sent out by the government are used to make soup. Mr. Moss feels encouraged to believe that general knowledge of this practice will assist him materially in the war that he is waging on the free seed business. He purposes laying the matter before the committee on expenditures of the Dept. of Agri. at its next meeting.

A seed barn of unusual size has been erected by W. N. Scarff, a nurseryman of New Carlisle, O. The structure is constructed of tile and cement and is 70x140 ft. and built to hold 15,000 bus. of seed corn. There are 40 cribs, furnace-heated, which are fitted with double doors, the first being of solid cement with a raised floor 2 ft. above of 2-inch plank. An excellent system of ventilation is provided and the hot air equipment permits the drying of 1,000 bus. of corn at one time.

Thomas Willett, of Sioux City, Ia., has brot suit against James S. Michael, of the same town, alleging that he was damaged \$1,500 because two lbs. of celery seed which he purchased from Michael failed to come up early enough for him to realize any money from the crop. Michael, in defense, declared that when buying the seed Willett had the privilege of making any examination he wished and that he did not feel any responsibility for selling the seed under these circumstances.

Chicago received during the week ending Feb. 5, 736,600 lbs. timothy seed, 301,835 lbs. clover seed, 590,200 lbs. other grass seeds and 32,000 bus. flaxseed and shipped 810,176 lbs. timothy seed, 114,390 lbs. clover seed, 1,023,524 lbs. other grass seeds and 6,276 bus. flaxseed; compared with receipts during the corresponding week of 1909 of 1,026,275 lbs. timothy seed, 277,866 lbs. clover seed, 664,175 lbs. other grass seeds and 7,000 bus. flaxseed and shipments of 1,073,084 lbs. timothy seed, 187,944 lbs. clover seed, 1,369,281 lbs. other grass seeds and no flaxseed.

The Iowa Seed Co., Des Moines, is defendant in a suit brot against it recently by A. A. Geil, who alleges that the company sold him one brand of clover seed when he ordered another. He says he purchased \$175 worth of what he thought was medium red clover seed. He planted it in a ten acre field, but instead of the crop he anticipated he alleges the seed produced an entirely different variety of clover and one he claims was absolutely worthless. The loss of the crop and ground and his labor, he alleges, damaged him to the extent of \$1,175. After hearing the evidence Judge McHenry took the case from the jury and dismissed the case, in favor of the Iowa Seed Co.

An order for seed was received a few days ago from the Egyptian Soudan by the Henry Field Seed Co., of Shenandoah, Ia. Two orders for seed corn from concerns in Hawaii recently were received by Harvey Gray, the Cass county, Ind., grower. Three bus. each were ordered by the American Sugar Co. and the Honolulu Fiber Co. Gray received \$5 a bu. for the corn, the freight amounting to \$12.08 on the 6 bus.

Sixty-one mail sacks full of seeds recently were franked by an Indiana Representative to his home for distribution to his constituents. It is estimated that the consignment contained 25,000 packets. Two venerable abuses are thus illustrated—the profuse dissemination of government seeds without other purpose than to "jolly up" constituents and the delivery, under frank, of non-perishable freight matter by mail, thereby adding materially to the annual postal deficit, an extravagance solemnly deprecated by the ubiquitous "friend of the people" prior to election day.

Methods for increasing the yield of grain per acre by means of education, publicity and scientific seed selection formed the principal topic of discussion at the annual meeting of the Colorado Grain & Seed Growers' Ass'n, held in Denver Jan. 13. Prof. W. L. Carlyle of Moscow, Idaho, and Prof. Alvin Keyser of the State Agri. College, were the principal speakers. It was announced that a system has been devised to protect the grain buyers of Colorado by a system of seed inspection by the sec'y of the ass'n. When an order is placed by a Colorado farmer with some outside seed house, a sample of the seed delivered will be inspected by the secretary of the Grain & Seed Growers' Ass'n, to make certain that the farmer gets what he is paying for. The present officers were re-elected, as follows: Pres., C. W. Williams, Denver; sec'y, Prof. Alvin Keyser, Fort Collins; treas., H. L. Locke, Longmont.

Clover seed market continues heavy and a new low record was established this week with March selling freely at \$8.40, reacting to \$8.55 on buying by shorts and new bulls. What the market needs is a good shipping demand to relieve a situation that is becoming more bearish daily in that receipts are now running heavier than earlier in the season indicating that country dealers and farmers are not desirous of carrying over any seed with the new crop coming on so nicely and already offerings at \$6.80 for October delivery. Europe is flooding this country with bullish news. Their design is obvious as New York letter explains: "However, the fact remains that for any large business the west will be obliged to sell seed in the west and not in the east as we can do much better in Europe." Canada, too, is beginning to realize that their short crop has been under-estimated in that farmers' deliveries are heavier than expected. Another letter from the east: "We have been in the wholesale seed business for over 40 years and cannot remember a season when it has been so hard to get our customers to buy a fair amount of red clover as it is this season. Owing to large amount carried over by retailers and jobbers in the east every wholesale seed house feels inclined to sell all in stock before buying more, as October, 1910, at \$6.80 shows too much loss to carry any in stock except what the trade will absolutely use this spring." —E. V. W. Kuehn of Crumbaugh & Kuehn.



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Grain Scale Book No. 23.

An Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10x15x1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

A New Shakeless Cleaner.

John Beall, of Decatur, Ill., will celebrate his 80th birthday in a few days, on March 19, to be exact. He is one of the halest men of his years in the city. The hale man of 80 has not many competitors, he might well enter the 70 class with an excellent chance of winning and without exciting suspicion. But, what is more gratifying, his mind, is as clear and active as it ever was.

Mr. Beall somehow acquired the inventing habit in his younger days and he has never been able to shake it off. He has kept it up all his life and is still at it. His first invention was a piece of milling machinery and all of his subsequent inventions have been along that line.

Being a mill-wright by trade he was therefore most familiar with the needs of the milling business and his inventions have been a succession of solutions to problems of that business. His solutions have been bold, original and in some instances epochal.

Mr. Beall's last invention which is just now being placed on the market is a grain cleaner. Primarily it is a corn cleaner, but it is adapted to all kinds of grain. Most important of his inventions have been corn milling devices as the Western Corn Sheller and the Beall Degerminator.

In the new cleaner the screens do not shake at all and it has been called the "Motionless Screen Cleaner." The advantages of the shakeless brand of the cleaner is so apparent that the wonder is it was not thought of long ago. Not only is it simple but it is free from the jar and vibration incident to any kind of a shake and has many other advantages.

In the shakeless cleaner the screens are absolutely stationary. The first screen is a grating of the metal bars set a sufficient distance apart to permit the passage of the grains of corn between them. The screen is tilted slightly in the apparatus so that the corn, cobs, etc., as they come from the sheller slide along the bars from the upper to the lower end.

The tilt of the screen is not sufficient to cause the corn and cobs to be carried forward by gravity. But they are carried by an arrangement of iron rods attached

to a sprocket chain at each side of the screen, the rods traveling the long way of the screen, so thoroly agitate the grain that it seems to melt away thru the screens almost as soon as it reaches them.

One feature of this arrangement to which attention is called by the inventor and the manufacturers is that there can be no clogging of the screens as there is in any kind of a shaker. The bars which constitute the screen while about an inch in depth have the greatest width at the top. Any thing which passes into an interstice at the top goes on through and the iron rods which march in steady procession down the screen preventing clogging.

The grain falling through the screen is carried by gravity down an incline and dumped upon a second and finer screen which is tilted in the opposite direction from the first. This screen is intended to remove the particles smaller than the corn. That iron rod carrier doubles back under the top screen and carries the grain over the second screen in the same way as it did the first.

The only moving parts of the machine are the iron rod carrier and the sprocket wheels upon which it is carried. Friction has been reduced to its lowest terms. The carrier moves at 50 revolutions a minute. The bearings are so simple that they do not even require great nicety of adjustment in order to insure the working of the machine.

A fan is used in connection with this cleaner as with other cleaners. The fan lifts out the dust, chaff and other light materials which may not be removed by the screens.

It is claimed for the machine that its capacity is almost unlimited. It is asserted that 4,000 to 5,000 bu. of corn may be put thru the machine in an hour. The absence of vibration permits the cleaner to be placed in any part of a mill or elevator, on the top floor if desired, without its being anchored in place. The wear and tear on the machine itself is most trifling and the injury to the building through vibration is nil.

The cleaner will be manufactured by The Beall Improvements Company which has secured the rights and has already several of the machines are in service. Those in operation have worked fully up to the expectations of the manufactures.

Minnesota Demurrage Law Valid.

The validity of the Minnesota reciprocal demurrage law was upheld Jan. 28 by the state supreme court in the first case under the Nolan act of 1907 in an appeal by the Rock Island Ry. from a decision by the Rock County district court in favor of the Farmers Elevator Co., of Hardwick, Minn.

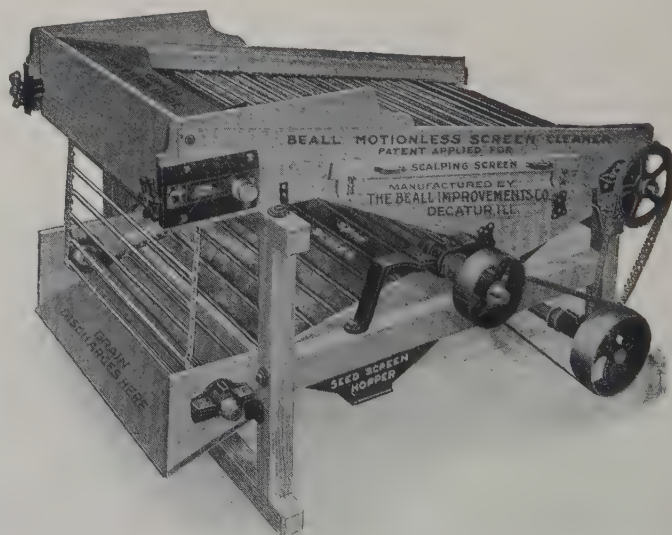
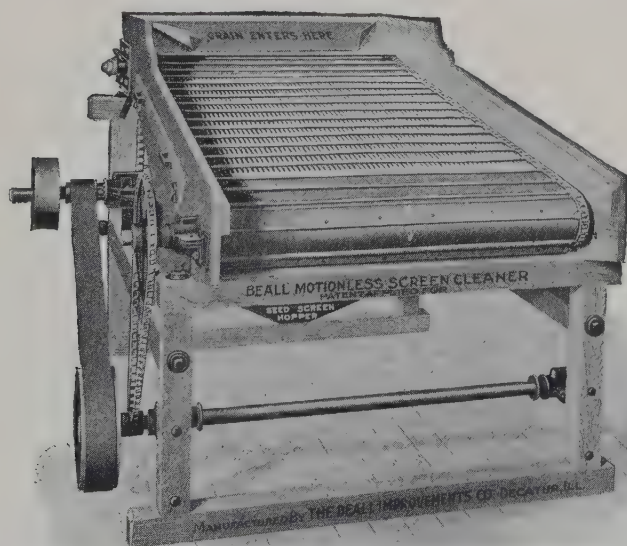
The law makes it the duty of any railroad to furnish cars to applicants within 48 hours at terminal points and 72 hours at intermediate points, and to move the cars a stated distance each day when loaded. The penalty for failure is \$1 per day per car and \$50 attorney's fee.

During the fall of 1907 the Rock Island Co. failed upon numerous occasions to supply the Farmers Elevator Co., as well as other shippers in that territory, with cars when demanded, and suit was brought. In defense the road alleged that it was absolutely impossible to furnish the cars and that the law was an unconstitutional regulation of interstate commerce; and will appeal to the United States Supreme Court, with small prospect of success, since the decision of the Minnesota judges was unanimous, as follows:

Chapter 23, Laws of Minnesota, 1907, imposed the duty upon any railroad company to furnish suitable cars to all persons applying therefor in good faith; to provide and keep suitable facilities for handling the same; to receive and transport empty or loaded cars furnished by any connecting road; to furnish to the shipper the number of cars applied for in writing within 48 hours at terminal points and 72 hours at intermediate points from the receipt of the application. Section 11 provides: "The period during which the movement of freight or furnishing cars is suspended on account of strikes, public calamities, accident, or any cause not within the power of the railroad company to prevent, or during which the loading or unloading of freight by shipper or consignee is delayed by reason of inclement weather which would make loading or unloading impracticable, or any cause not in the power of said shipper or consignee to prevent shall be added to the free time allowed in this act and counted as additional free time." In addition to damages the carrier was made responsible to the shipper for the sum of \$1 per day for every car failed to be furnished, together with reasonable attorney's fees for bringing such suit to be taxed and paid as costs.

In an action brought thereunder the defendant railroad company asserted as a first defense that it was reasonably within the terms of the act because a freight congestion had rendered it impossible for defendant to furnish cars sooner than it did. It is held:

That this was a question of fact; and



that the verdict of the jury for plaintiff must be sustained, inasmuch as this court was not furnished with the transcript of the testimony and could not review the evidence.

For a second defense, defendant asserted the unconstitutionality of the law as an attempted regulation of interstate commerce and as failing to comply with the federal requirement concerning "due process of law." It is held:

First—The law by its terms applied to inter and intrastate commerce. The merchandise transported between two points within this state which was carried by defendant's lines through a neighboring state and back into this state was interstate commerce.

Second—The expression "any cause not within the power of the shipper or consignee to prevent" and the term "accident" which occurred in the enumerated cases excepted from the operation of the act are to be broadly construed; and include all causes not reasonably within the power of the carrier to prevent.

Third—The power of the government may be divided into four classes: (1) those which belong exclusively to the states; (2) those which belong exclusively to the national government; (3) those which may be exercised concurrently and independently by both; (4) those which may be exercised by the states, but not until Congress shall see fit to act upon the subject.

Fourth—State laws enacted in the exercise of the police power and indirectly and remotely affecting interstate commerce being in aid thereof and not a burden thereon may be within the fourth class of cases, and enforceable unless superseded by some act of Congress; if they are reasonable in their operation.

Fifth—The so-called reciprocal demurrage law was designed and in operation tended to insure the prompt performance by the carrier of its common law duty to furnish cars for transportation of freight, and was not displaced by the interstate commerce act as amended by the Hepburn law, primarily intended to secure reasonable rates and to prevent unjust discrimination.

Sixth—The law made sufficient allowance for practical difficulties, in railroad management in its enumeration of exceptions to liability and was reasonable and constitutional. *Houston R. R. vs. Mayes*, 26 S. C. R. 491, followed and applied.

Third—The provision requiring the payment of reasonable attorney's fees is not invalid, because it imposes a charge on carriers, and not on debtors generally, inasmuch as the statute was enacted in the exercise of the police power of the state.

Imports and Exports of Beans.

Beans (including dried peas prior to July 1, 1909) amounting to 2,878,972 bus. were imported during the eleven months prior to Dec. 1, against 2,045,872 bus. during the corresponding period of 1908.

During the eleven months we exported 291,214 bus. of beans and dried peas of domestic and 55,210 bus. of foreign origin; compared with 251,299 bus. of domestic and 30,750 bus. of foreign origin exported during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports.

Buckwheat amounting to 200,126 bus. was exported during the eleven months prior to Dec. 1, against 51,106 bus. during the corresponding period of 1908.

Broomcorn valued at \$354,966 was exported during the eleven months prior to Dec. 1, against \$241,090 during the corresponding period of 1908.

Malt amounting to 130,342 bus. was exported during the eleven months prior to Dec. 1, against 145,179 bus. for the corresponding period of 1908.

Linseed oil cake amounting to 548,781,575 lbs. was exported during the eleven months prior to Dec. 1, against 608,625,988 lbs. during the corresponding period of 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Supreme Court Decisions

Arbitration.—An arbitrator will not be permitted as a witness to impeach his award.—*Evans v. Edenfield*. Court of Appeals of Georgia. 66 S. E. 491.

Sale and Delivery.—Where goods are sold f. o. b. cars, the place of shipment is the place of delivery, but, where the goods are to be shipped to the seller's order, the place of destination is the place of delivery.—*Howard v. Haas*. Springfield Court of Appeals, Missouri. 123 S. W. 1048.

Custom Part of Contract.—A well-established custom of the trade to which a contract relates enters into and becomes a part of it when the custom is known and understood by the parties and the contract is made with reference to it.—*Postal-Telegraph Cable Co. v. Louisville Cotton Oil Co.* Court of Appeals of Kentucky. 122 S. W. 852.

Waiver of Carrier's Liability.—The fact that the railroad company accepts the goods and agrees to ship them is not a sufficient consideration for the waiver on the part of the shipper of the carrier's liability as insurer. There must be some other consideration, such as a reduced rate.—*McIntosh v. Oregon R. & Navigation Co.* Supreme Court of Idaho. 105 Pac. 66.

Claim for Damages.—The provision in a B/L that as a condition to liability of the carrier all claims for damages must be reported by the consignee in 36 hours after arrival of the goods, refers solely to loss of or damage to articles shipped, and not to special damages to the owner from delay in transportation.—*Morrow v. Missouri Pac. Ry. Co.* Springfield Court of Appeals, Missouri. 123 S. W. 1034.

Assignee of Exchange Seat.—An assignee of a seat in a stock exchange, in an assignment to secure a debt due from the owner, may not sue the exchange or its president for the debt; but he must first obtain judgment against the owner, and then take supplemental proceedings to participate in the fund derived from a sale by the exchange of the seat by bringing in all claimants of the owner.—*Shannon v. Cheney*. Supreme Court of California. 105 Pac. 588.

Erroneous Decision of Arbitration Final.—Where an arbitration agreement submitted the question of the amount due to one of the parties, involving all questions of law and fact, the authority of the arbitrator was as broad as that of a court, and if he honestly exercised his best judgment to make a proper audit, his decision was final, even if erroneous.—*Travelers' Ins. Co. v. Pierce Engine Co.* Supreme Court of Wisconsin. 123 N. W. 643.

Notice of Necessity of Speedy Transportation.—A carrier is, thru its station agent and bill clerk, under the agency of whom it receives freight for transportation, charged with notice rendering it liable for special damages for delay in transportation; the shipper having before delivery of the freight to them explained that the articles, the rolls of his mill, were being shipped for repair, and that till their return he could do no business, and marked on the bill of lading "Rush through."—*Morrow v. Missouri Pac. Ry. Co.* Springfield Court of Appeals, Missouri. 123 S. W. 1034.

Furnishing Seed.—A person, having the right to cultivate land under an agreement with the owner that he should have a share of the crop for planting and harvesting it, agreed with another person that if the latter would furnish the seed wheat he should have one-fourth of the crop when harvested. The seed was furnished and the crop raised and harvested in accordance with the agreement. Held, that the party furnishing the seed was the owner of one-fourth of the wheat so harvested, and that his right thereto was not affected by a mortgage given by the other party on the entire crop.—*Dodson v. Covey*. Supreme Court of Kansas. 105 Pac. 519.

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CHICAGO

Grain Carriers

Car shortage increases, the total now reaching 24,992.

The new Canadian government elevator at Port Colborne, Ont., which cost about \$1,000,000, has just been put in operation.

The C. M. & S. P. will build a branch from Warden, on the present main line, to Griffith, Wash., a distance of 45 miles.

A car ferry between Key West, Fla., and Havana, Cuba, is to be established by the Plant System, avoiding the breaking of bulk in shipments from the United States to the island.

The minimum weight of a carload of hay has been cut by the Burlington road, in Nebraska, from 22,000 to 19,000 lbs. in cars of from 36 ft. to 36 ft. and 6 in., by permission of the Nebraska Railroad Commission.

Shippers should be more careful to see that cars really are started from tracks and not allow them to stand; a great deal of the fault lies with the shipper and it could be remedied considerably.—S. P. Mason, Nye-Schneider-Fowler Co., Omaha, Neb.

The national car demurrage rules, adopted at the Washington conference of state and interstate commissioners, were approved by the American Railway Ass'n at its New York meeting. The question of changing the per diem rate from 25c to 30c per day for 5 months, beginning Mar. 1, and 30c for the remaining months of the year, was submitted to a letter ballot of the lines.

The navigability of the Red River of the North is receiving the attention of the Commercial Club of Grand Forks, N. D. A committee recently was appointed which has sent a letter to the senators and congressmen of the state asking their support for an adequate annual appropriation for the purpose of keeping the channel of the stream free from obstructions. It is estimated that \$15,000 yearly will be required. The total annual grain traffic on the river amounts to 525,000 bus.

The Interstate Commerce Commission, in a recent ruling, held that it cannot award damages for delays. The petitioner, a dealer in fruits and general produce, charged discrimination, in that the defendant persistently delayed his shipments of fruit in Pittsburg yards, where the cars were not accessible to teams and could not be unloaded by him, while at the same time cars of other shippers were promptly placed in position at the unloading platform.—H. W. Joyner vs. Penna. R. R. Co., Interstate Commerce Commission, 17 I. C. C. 361.

Announcement is made by W. M. Hopkins, mgr. Transportation Dept., Chicago Board of Trade, that, effective Feb. 10, as per supplement No. 14 to its G. F. D. No. 4-D, the C. M. & St. P. has cancelled its arrangement under which rates on bulk grain from the Missouri river to Milwaukee include delivery to boats of lake lines at Milwaukee and has provided, as per supplement referred to, that the charge for such transfer service will be $\frac{1}{2}$ c per bu. Announcement also is made that the allowance of $\frac{1}{2}$ c per bu. made by the A. T. & S. F., C. & A., C. R. I. & P. and Wabash roads on grain delivered to boat lines at Chicago has been cancelled.

Misdating of Bs/L has called forth the following ruling by the Interstate Commerce Commission, issued Jan. 25, which defines such irregularity as a misdemeanor: "It having come to the attention of this Commission that in a number of instances carriers subject to the act have, at request of shippers, issued Bs/L under dates other than the dates of the actual receipt of the property by said carriers for transportation; and it further appearing that, by means of such misdating of such Bs/L, the consignors thereof have perpetrated various frauds upon the consignees thereof, it is ordered: That all carriers subject to the act to regulate commerce be warned that a false entry as to date, or otherwise, upon a bill of lading, is a misdemeanor within the meaning of section 20 of said act, and that in case of such false entry hereafter arising, criminal prosecution of those responsible therefor will be requested."

A carload rate and a minimum weight for a car of definite dimensions, when lawfully published in the tariffs of a carrier, constitute an open offer to the shipping public to move merchandise on those terms; and there should be a rule in the tariffs to the effect that when a carrier is unable to furnish the car of size ordered and for its own convenience furnishes two cars in lieu thereof, it should do so on basis of the rate and minimum weight published in the tariffs and applicable to the car of size ordered by the shipper. It would be wholly unsound in principle to permit the carriers to impose additional transportation charges on a shipper who orders a car of the capacity, length, or dimensions specified in its tariffs simply because the carrier is not provided with cars of dimensions ordered. The tariffs of defendants were unreasonable and unlawful in that they did not contain some provision substantially similar to the rule above stated or minimum rules such as to render unnecessary a provision of this sort.—Springer vs. El Paso & S. W. R. R. Co., Interstate Commerce Commission, 17 I. C. C. 322.

Elevation Allowance Case Is Taken Under Advisement.

The Omaha Elevator Co.'s suit against the Interstate Commerce Commission was taken under advisement by Judges Sanborn, Hook and Adams of the United States Circuit Court of Appeals, at St. Louis, at the conclusion of the arguments in the case Jan. 24. At the hearing P. J. Farrell of Washington represented the Commission and Frank Hagerman of Kansas City, N. H. Loomis of Omaha, John Barton Payne of Chicago and M. B. Koon of Indianapolis appeared for the elevator company and the railroads.

At present the Commission is restrained from abolishing the elevator allowance of $1\frac{1}{4}$ per 100 lbs. which the railroads have granted the elevator company. The injunction against the Commission was obtained in a lower court and the commission appealed. When railroads first began, in 1889, to allow $1\frac{1}{4}$ c per 100 lbs. for elevation at Missouri River common points the Commission approved the innovation. Later the body cut the charge and finally abolished it altogether. The railroads interested sought and obtained an injunction and it is this phase of the case that was heard by the federal judges.

Feedstuffs

E. R. & D. C. Kolp are sending out an attractive leaflet in green and red, advertising their "Premium" feeds.

A session of the Kansas City Alfalfa Meal Ass'n was held Jan. 25 at the Board of Trade in that city to plan the entertainment of the Nat'l Alfalfa Millers Ass'n, which will meet there Feb. 26.

The directors of the National Alfalfa Millers Ass'n have been asked to ratify Feb. 26 as the date and Kansas City as the place for holding the semi-annual meeting of the ass'n. E. N. Snapp, Hutchinson, Kan., is pres.

Four hundred sacks of bran were seized by U. S. inspectors Jan. 29 in the warehouse of B. F. Glover & Son Com. Co., New Orleans. It was charged that the bran is below standard, containing 10 per cent of rice chaff. The shipment was made by the Arkadelphia (Ark.) Mill Co.

Sacks containing feeding stuffs sent into Texas, if second hand, should be turned inside out or all markings should be erased, except those of the mill making the shipment. The Texas feed law makes it a misdemeanor to use any package for the shipment of feed other than that of the mill shipping such feed.

A vigorous membership campaign will be undertaken immediately by the executive committee of the Nat'l Ass'n of Feed Dealers, a move decided upon at the recent meeting held in Chicago. Until June regular dues will be reduced to \$10, instead of \$25. At this meeting Geo. A. Schroeder, sec'y-treas., Milwaukee, was nominated a member of the committee, vice Dreyer, resigned.

The new commercial feeding stuffs act passed by the Canadian parliament last year came into force Jan. 1. This law provides that every brand of commercial feeding stuff offered for sale in Canada must bear a registration number permanently assigned to that particular brand. H. J. Dager is the inspection officer for the Toronto district.

The Alfalfa Feed & Grain Co., of Omaha writes: "Altho we started in business this fall as a new company we have had a great deal better success than we anticipated. The demand for alfalfa feeds, hay and mill feeds has been more than we could supply and the publicity gained thru the columns of the Grain Dealers Journal has put us in touch with a line of customers who have been handling our products. We have had a splendid business thruout the season so far. The greatest obstacle we have had is to get the material and to supply the demand."

The mixed feed law of Washington which was to have become effective Jan. 1 will not be enforced until a test case, to determine the validity of the act, is tried in Seattle. The law provides that all persons handling mixed feed must submit samples of various brands to the state college, at Pullman, for analysis and that tags to cost 1c each must be attached to every sack of mixed feed as evidence that a sample has been submitted for examination. The law was vigorously opposed by members of the Merchants Exchange, with the result that the constitutionality of the law will be determined before prosecutions for failure to comply will be instituted.

Improperly tagged feedstuffs were the cause of two more actions against feed dealers at Sioux City recently. Action was brot under the state pure food law by Deputy State Food and Dairy Commissioner Van de Bogert, Gard Bros. and the Akron Mfg. Co. being the defendants. Managers for both concerns say any violations were unintentional.

The Wisconsin feedstuffs law was severely criticized and the difficulty of obtaining convictions of violators was made apparent at the recent quarterly meeting of the Wisconsin State Millers Ass'n. Feed grinders are at liberty to sell feedstuffs to dealers as well as custom trade without obtaining licenses, while merchant millers must pay \$25 for the privilege. The members agreed to pay the license under protest, if only to show their disapproval of the statute.

The following rate ruling on feedstuffs has been made by the Texas Railroad Commission, effective Feb. 3: Mixed stock feed (not cooked feed), composed of cotton seed meal and hulls and blackstrap molasses, in sacks, straight carloads; mixed stock feed (not cooked feed), composed of cotton seed meal and hulls and blackstrap molasses (proportion of meal not exceeding 25 per cent), in sacks, carloads, will be subject to rates made by adding 2½¢ per 100 lbs. to the rates provided in this tariff on cotton seed hulls; provided, that when rates so made exceed the rates provided for cotton seed meal, the meal rate shall apply. Mixed stock feed (not cooked feed), composed of cotton seed meal and hulls and blackstrap molasses, in sacks, less than carload, fourth class; carloads, tariff rates."

Oats are the nearest balanced grain that we grow, but they are expensive. Alfalfa meal and ground corn will so thoroly take their place that oats are unnecessary. When animals are not sleek and the hair shiny, it is generally a lack of protein in the food. Alfalfa meal is better and cheaper than wheat bran. It can be used any place that bran can be used and to better advantage. Alfalfa meal should always be mixed with grain when fed. To feed alfalfa and bran together would be like adding butter to bacon. No animal should be fed more than fifteen pounds of alfalfa in a day. To feed more is not only waste, but an injury to the animal.—E. R. & D. C. Kolp.

Feed Control Men Organize.

The Association of Feed Control Officials was organized at a meeting held at the Raleigh Hotel, Washington, D. C., Jan. 26 and 27. The following officers were elected: Pres., Benj. L. Purcell, Virginia; vice-pres., Dr. E. H. Webster, Kansas; sec'y, Dr. J. D. Turner, Kentucky; directors, L. F. Brown, New York; Dr. W. J. Jones, Jr., Indiana, and Dr. P. H. Smith, Massachusetts.

In the adoption of constitution and by-laws the object of the ass'n was stated as follows: "To promote uniformity in legislation and rulings and the enforcement of laws relating to the manufacture, sale and distribution of commercial feeding stuffs."

"The membership," the constitution states, "shall consist of, first, the officer charged by law with the execution of the laws of his state regulating the sale of commercial feedingstuffs; second, the sec'y of the U. S. Dept. of Agriculture;

third, the heads or chiefs of experiment stations, buros, divisions, sections and laboratories charged by law with the examination of commercial feedingstuffs."

In attendance at the meeting were Hon. James Wilson, U. S. sec'y of Agriculture, twenty other officials from various states, and twenty-one manufacturers and representatives of manufacturers of feeding-stuffs.

In his address before the convention Sec'y Wilson said in part:

"Nine hundred and six criminal cases under the act have been referred to the attorney general for prosecution, and of this number 69 have been cases bearing on stock and cattle foods and grains. A number of seizures have been effected under Section 10, the total number being to date 271, of which 23 were seizures of stock and cattle foods and grain. So far there have been 595 cases which have been terminated under the Food and Drugs Act before the courts. Of this number 31 referred to stock and cattle food and grain, and as yet there has not been a single case involving feedstuffs which has terminated unfavorably to the government.

"One of the worst forms of adulteration and misbranding that we have met with is the case of oats which are sold as Nos. 1, 2 and 3 oats, or merely without grade but contain anywhere from 15 to 70 per cent of barley. While the price of barley is as high if not higher than that of oats, the greater weight of the barley per bu. than that of oats per bu. constitutes a case of adulteration and also misbranding under the food and drugs act when the oats are sold, as they always are sold, by the weight instead of by the measured bu."

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Patents Granted

Grain Door. No. 945,381. (See cut.) Winfield S. Driskell, Gretna, Neb., assignor of one-third to Hans Peter and one-third to Elmer S. Clark, Gretna. The door has an opening cut in the center at its lower edge covered by a supplemental door which slides up and down. This is actuated by a shaft, which both locks and releases it.

Means For Treating Seed Grain. No. 946,205. (See cut.) Geo. E. Daniels, Elgin, Ill. This receptacle has in its side an outlet port and placed before the outlet is a concave screen, removable, and held in place by guides. After treating the grain

Seed Corn Sorter. No. 945,174. (See cut.) Ole L. Larson, Minneapolis, Minn. The sorter comprises a rotary shell having conveying surfaces of v-shape in cross section and having perforations in the channels between the conveying surfaces of different size and shape, those at the head or receiving section of the shell being circular and adapted to pass kernels too small for seed, and those in the delivery portion being oblong and extending lengthwise of the channels, and adapted to pass only kernels of predetermined shape and size, under the action of the conveying surfaces.

Conveyor. No. 945,616. (See cut.) Walter M. Schwartz, Philadelphia, assignor to the Philadelphia Textile Mach. Co. The carrying section of the conveyor consists of two chains connected at intervals by transverse rods, with a series of supporting sections extending from one transverse rod to another independently of the chain, each supporting section being slotted at its

the latter to a point within the permanently telescoped portions. A turn-head is provided, comprising a short stationary coupling member adapted to be secured to at its upper end to the bottom of the grain receptacle and provided on its lower end with a radial, flange-like extension forming a circular bearing member; and an outwardly flared upper side formed with a circular bearing member adapted to engage with and support the rotary coupling member.

Books Received

RED BOOK.—The annual Red Book has been issued, giving statistical information concerning grain, seeds, provisions, the crops and imports and exports of the leading countries up to Dec. 31, 1909. As usual it is replete with information of interest to traders and an index adds to its value as a convenient office reference.—Howard, Bartels & Co., Chicago, Ill.

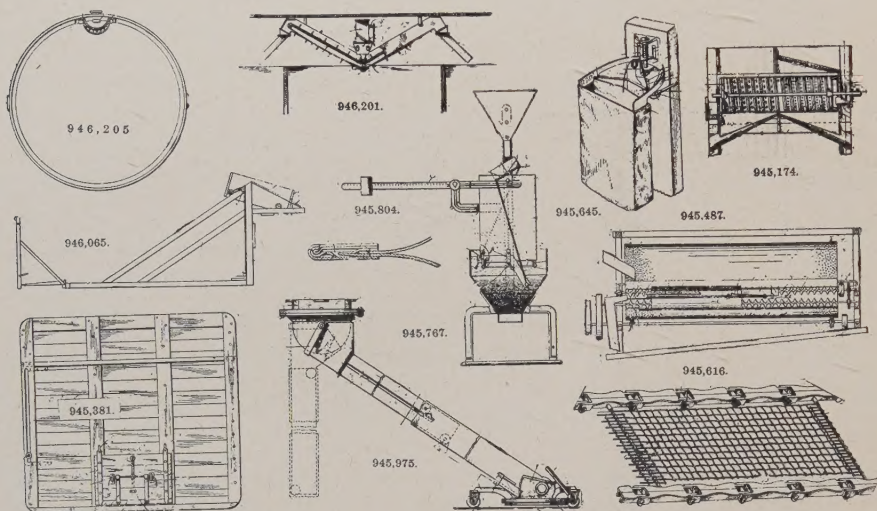
A BOOKLET FOR INVESTORS.—The Harris Trust and Savings Bank, 204 Dearborn street, Chicago, has issued a booklet entitled "Bonds for Safe Investment," intended for the use of persons planning to invest in bonds for the first time. Its aim is to explain in simple terms the purposes of various classes of bonds and to indicate the value of bonds as safe investments for individuals as well as institutions. Copies may be had upon request.

EXPERIMENTS WITH CORN.—This bulletin tells of the results obtained by conducting, thru two different methods, of an ear-to-a-row breeding plat. An average increase of about eight bus. per acre was produced by selecting the best yielding ears by means of the ear to row test. Directions for conducting an ear to row breeding plat also are given. Other topic heads are "Thick and Thin Planting for Growing Seed Corn," "The Economic Value of Tillers," "Uniform Distribution of the Seed in Planting Compared with a Varied Distribution." The work is adequately illustrated with photographic reproductions and engravings. Bulletin No. 112, Agri. Exp. Sta. of Nebraska, Lincoln, Neb.

GRAIN INVESTMENTS.—Those interested in the markets who have read "Grain Speculation Not a Fine Art" will welcome a new book by the same author, E. W. Wagner, giving an exhaustive review of grain trading operations and wisdom. By critical analysis of major market movements Mr. Wagner in this book shows what may be expected in future, and his advice is the kind that can be practically applied to the profit of the trader. The experience of years is summed up in a few words. Veteran traders will find the book a mental stimulus. Others will value the book for its complete details covering Board of Trade operations. The book is a valuable contribution to grain literature.—E. W. Wagner, Chicago, Ill.

HOW TO DESTROY ENGLISH SPARROWS.—This bulletin is timely, as there has been much discussion of late regarding the depredations of this feathered pest, the importation of which was so ill advised. The English sparrow was introduced into America about 60 years ago, and it is now distributed generally over the eastern half of the United States and southern Canada and locally westward to the Coast. Its natural diet consists of seeds, but aside from the destruction of weed seed there is little that can be said in the sparrow's favor. On the other hand it destroys small fruits, young vegetables and damages wheat and other grains when newly sowed, ripening, and in shocks. The bad qualities of the bird far outweigh its good ones, and, altho its extermination is held impracticable, a reduction of its numbers is feasible and important. The bulletin gives methods for prevention of its increase and destruction by baiting, trapping, shooting and poisoning. Farmers' Bulletin No. 383, by Ned Dearborn, Asst. Biological Survey, U. S. Dept. of Agri.

The bondholders' committee of the National Starch Co. has settled upon a plan, approved by Pres. E. T. Bedford, of the Corn Products Refining Co., the former being a subsidiary concern, whereby only so many of the new National Starch 5 per cent general mortgage bonds will be issued as are necessary to convert the outstanding debentures and first mortgage bonds after scaling them down one-sixth.



the liquid may be drawn off, the screen preventing clogging of the outlet.

Bag Holder. No. 945,645. (See cut.) Frederick C. Vonderahe, Jr., Oregon City, Ore. The gripping devices are formed of resilient material and are movable toward and from each other; they have outwardly turned flanges over which the bag is held, a suitable support for the gripping device and means for simultaneously raising the gripping devices and moving them inwardly to release the bag.

Car Door Seal. No. 945,804. (See cut.) Walter Reichert, Des Moines, Ia. The seal is formed of a single piece of sheet metal comprising a narrow strip and a larger body portion; one end, containing a tongue, is inserted under the other part containing an opening and an inclined guide causes the end of the strip containing the tongue to pass upwardly thereby forcing the tongue to position.

Grain Dump. No. 946,065. (See cut.) Wyley E. Merritt and Francis I. Merritt, Ponca, Neb. This hoisting and dumping apparatus combines with a base frame, which supports an upper and lower set of inclined tracks lying in the same plane, an elevator having a pair of wheels on each of its opposite sides to run on the tracks, a swinging door at the front end of the elevator and means combined with the tracks for actuating the door to open.

Grain Separator. No. 945,487. (See cut.) Harry A. Campbell, River Falls, Wis. Combined with an inclined rotary drum is a hopper within the drum and supported independently of it, a conveyor working in the hopper and operated to feed the material caught in the hopper toward the receiving end of the drum, and an endless conveyor working in the drum on the rising side of it and arranged to deliver the material carried upward by the drum into the hopper.

ends, the portions between the slots being bent to form loops to receive the rods, the looped members of one section alternating with the looped members of an adjoining section and both engaging the same rod.

Grain Distributor. No. 946,201. (See cut.) Christian W. Camp, Metamora, Ill. The distributing mechanism consists of two separately and outwardly inclined conveyor sections connected at their lower ends, a shaft extending thru both sections and forming the connection between them, a single drag extending thru both sections and adapted to deliver grain at the top of either section, means on the shaft to engage and impart movement to the drag, means to drive the shaft, other means to reverse the direction of drive and devices above the shaft in engagement with the drag to hold it upon the bottoms of both sections.

Automatic Weighing Machine. No. 945,767. (See cut.) Petronella Edtbauer, Chicago. The machine comprises a vertically movable weighing receptacle provided with two vertical compartments, a rocking cradle adapted automatically to close the lower end of one compartment and open the lower end of the other each time the receptacle moves downward, pivoted bosses projecting laterally from the lower end of the receptacle, vertical arms projecting from said bosses having shoulders on which the cradle rests, rods projecting horizontally from the bosses and stationary means independent of the cradle and weighing receptacle upon which the free ends of the rods rest.

Grain Chute. No. 945,975. (See cut.) Edward A. Munn and Oliver L. Plumtree, Chicago, Plumtree assignor to Munn. The chute combines, with two telescoping sections, a track rail mounted upon the exterior of the sections and extending along

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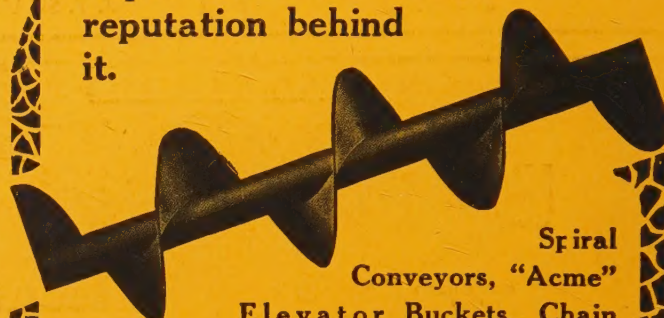
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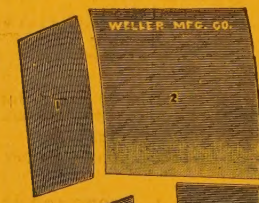
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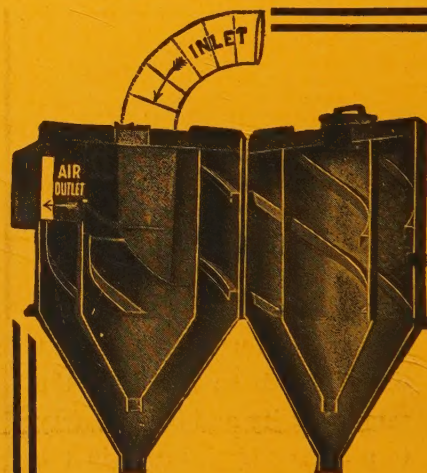
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